ECONOMIC DEVELOPMENT ADMINISTRATION

TECHNICAL
ASSISTANCE
PROJECT

U.S. DEPARTMENT OF COMMERCE

BUILDING REHABILITATION STUDY

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This technical assistance study was accomplished by professional consultants under contract with the Economic Development Administration. The statements, findings, conclusions, recommendations, and other data in this report are solely those of the contractor and do not necessarily reflect the views of the Economic Development Administration.

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Greater San Francisco Chamber of Commerce

October 9, 1970

Mr. Robert A. Podesta
Assistant Secretary for Economic Development
U. S. Department of Commerce
15th Street and Constitution Avenue, N. W.
Washington, D. C. 20230

Dear Secretary Podesta:

In accordance with the terms of the agreement for Technical Assistance Grant Project No. 07-6-09272 between the Economic Development Administration of the U. S. Department of Commerce and the Greater San Francisco Chamber of Commerce, I am pleased to submit herewith the final report entitled Building Rehabilitation Study.

This report is in two parts. Part 1: General Studies analyzes the problem of vacant industrial structures within the context of the total economic picture in the city and the region. Part 2: Building Studies contains analyses and detailed recommendations on the rehabilitation of selected buildings.

It is our hope that this study will be of direct benefit in the creation of new employment opportunities, especially for the unskilled and semi-skilled, and aid the overall economic health of the central city.

Sincerely,

William E Dauer

William E. Dauer
Executive Vice President

WED:mh

420 MONTGOMERY STREET / SAN FRANCISCO 94104 USA / TELEPHONE 392-4511

TABLE OF CONTENTS

Committee, Staff and Consultants ii
Acknowledgements iii

PART 1: GENERAL STUDIES

Chapter 1: Summary 1
Chapter 2: Regional Background 6
Chapter 3: Industry in San Francisco 17
Chapter 4: Vacant Industrial Space 43
Chapter 5: Specific Rehabilitation Plans 52
Appendices 56
Bibliography 69

PART 2: BUILDING STUDIES

499 Alabama Street 74
Berry Street 104
539 Bryant Street 134
1380 Howard Street 162
Kansas and Division Streets 190
598 Potrero Avenue 219

(A separate Table of Contents precedes each study.)

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The office of Mayor Joseph L. Alioto, the Bureau of Building Inspection, and the Department of City Planning were generous in their support and assistance in the project.

We are especially grateful for the voluntary work performed by Coldwell, Banker and Company as real estate advisers, and to the six general contractors who offered their services to prepare the cost estimates for the rehabilitation plans. They are Barrett Construction Company, Cahill Construction Co., Ira W. Coburn, Inc., Dinwiddie Construction Co., Perini Corporation, and Rothschild and Raffin, Inc. David Bradwell and Associates contributed a special study on economic growth potential in San Francisco.

The Building Rehabilitation Committee of the Chamber of Commerce, under the chairmanship of E. A. Hartsook, Vice President and General Manager, Chevron Land and Development Co., provided general guidance and served as the selection committee for the consultants and the six buildings.

EDWARD H. LAWSON
Project Director

BUILDING REHABILITATION STUDY

GREATER SAN FRANCISCO
CHAMBER OF COMMERCE

PART 1 ; GENERAL STUDIES

CHAPTER ONE

SUMMARY

The principal objective of this study is to create jobs and broaden the economic base of the city by demonstrating how existing vacant industrial space can be made attractive to potential occupants. Detailed rehabilitation plans were prepared for six buildings that are the main target of the study. The study also seeks the stimulation of broadly based economic development activity which would result in the efficient utilization of other vacant or under-utilized industrial space.

The study includes a review of pertinent economic development studies, recommendations and activity in the public, private and independent sectors.

There is a growing interdependence and economic specialization at the county level within the Bay Area. Thus San Francisco's economy must be viewed from a regional and sometimes higher perspective.

San Francisco is the physical and economic hub of the nine-county Bay Area economic region. It maintains an economic preeminence and enjoys a unique position as one of the nation's leading foreign trade and financial centers. It is also famed as a corporate headquarters site.

While its population declined between 1960-1970, its employment increased significantly - it remains the major employment center of the Bay Area.

The loss to San Francisco of manufacturing and wholesale trade enterprises is more than offset by growth in other industrial classifications.

The reverse commuter trend indicates that the decline in manufacturing and wholesale trade in San Francisco does not necessarily mean a corresponding loss in job opportunities for San Franciscans.

Improvements in transportation tend to accelerate the specialization of economic activity within the Bay Area. Therefore the impact of emerging rapid transit and other transportation systems on industrial location is an important factor in determining the potential occupant of vacant industrial buildings.

The dramatic growth in the Bay Area population provides an attractive and expanding regional market for a variety of industrial classifications. World trade is the most important aspect of San Francisco business and its customs district is the focal point for United States business in the Pacific.

The industrial shifts in San Francisco are highly selective by industrial classification. These shifts affect many public, private and independent programs. They are in turn influenced by factors which are controllable (taxation, transportation, etc.).

The following shifts in industrial employment are significant:

- Increasing heavy construction activity and decreasing general building and special trade contracting.

- Mildly increasing manufacturing of canned, cured and frozen foods and steadily declining manufacturing of all other food and kindred products.

- Steadily increasing manufacturing of women's outerwear with decreasing manufacturing of all other textile mill products.

- Declining manufacturing of lumber, furniture and paper products.

- Increasing demand for commercial printing and declining demand for other printing categories.

- Increasing manufacturing of petroleum and coal products with declining activity in all other groups of chemicals, petroleum, rubber, stone and metal manufacturing.

- Mildly increasing manufacturing of cutlery and other fabricated metal products and decreasing employment in the manufacturing of other fabricated metal products.

- Sharply declining manufacturing of machinery, instruments and other manufacturing.

- Growth in transportation, communications, electric gas and sanitary services.

- Decreasing wholesale trade and increasing retail trade.

- Increasing finance, insurance and real estate activity.

- Increasing employment in services.

The likely candidates for occupancy of vacant industrial buildings described above may be summarized as selected light industries with growth potential, communications, transportation, retail trade and a broad spectrum of services which support the city's economy.

The number of jobs associated with properties in poor condition is considerable. This poses a serious problem for the future of the enterprises, the jobs and the structures. This situation warrants emphasis on the renovation of industrial buildings in poor condition.

The study confirmed other statistics that employment is growing in terms of numbers of employees and employees per unit while the number of establishments (employment units) is decreasing. Thus, overall, job opportunities are increasing while the proportion of entrepreneurial opportunities is decreasing.

This analysis of business and industrial trends in San Francisco did not go into the detail of lower industrial classifications. This detailed analysis should be undertaken in the light of tax, technological, poverty and zoning policies or programs.

Local and State taxation policy is a major factor influencing economic development in San Francisco. There is a need for greater emphasis on tax policies that will stimulate economic development, thereby increasing the economic and tax bases.

The study survey found 2,200,558 square feet of vacant industrial space in San Francisco, contained in 64 buildings.

Most of the vacant, high labor density industrial buildings are grouped in the South of Market District.

About half of the industrial buildings in San Francisco were constructed before 1930. This means that many buildings are obsolescent and should be destroyed.

The highly favorable and often unique advantages of a San Francisco business location outweigh the disadvantages for selected and specialized industries. For example, the 64 buildings analyzed in this project were characterized by: level sites, valuable land, central location, access to markets and transportation, variety and high investment potential.

The buildings selected for detailed architectural and engineering studies in this project were selected on the basis of their amenability to economical rehabilitation. Therefore this study measured industrial shifts in terms of numbers of employees, numbers of employment units and average numbers of employees per unit. The study is deficient in that it did not measure industrial shifts in terms of units of production and dollar volume of goods and services and market orientation. A further study along these lines would be helpful in determining the most efficient utilization of vacant industrial sites in terms of dollar volume of business and product line.

The former occupants of the buildings studied were principally engaged in manufacturing and wholesale trade. They employed more people per unit than the industries city-wide.

The principal reasons for the vacancy of the buildings studied was the changing needs of the occupant and a variety of cost factors. However, there was no single factor that was isolated as the principle determinant in the decision to vacate the premises. Most former occupants were vocal about taxation, building obsolescence, mechanization and changing market or product lines.

A comprehensive action plan to find suitable tenants for the buildings will be undertaken with the publication of this report.

It is recommended that the following enterprises, identified as having a statistical growth potential, be considered for occupancy in vacant industrial buildings:

1. Manufacturing. Food and kindred products, canned, cured and frozen foods; textile mill products, women's outerwear; commercial and other printing; petroleum products; fabricated metal products, cutlery.

2. Other. Communications: transportation; electric gas and sanitary services; retail trade; banking; security, commodity brokers and service; medical and other health services; miscellaneous services and related activity.

3. New and emerging non-traditional industries and services not yet classified. (Ecosystems, etc.)

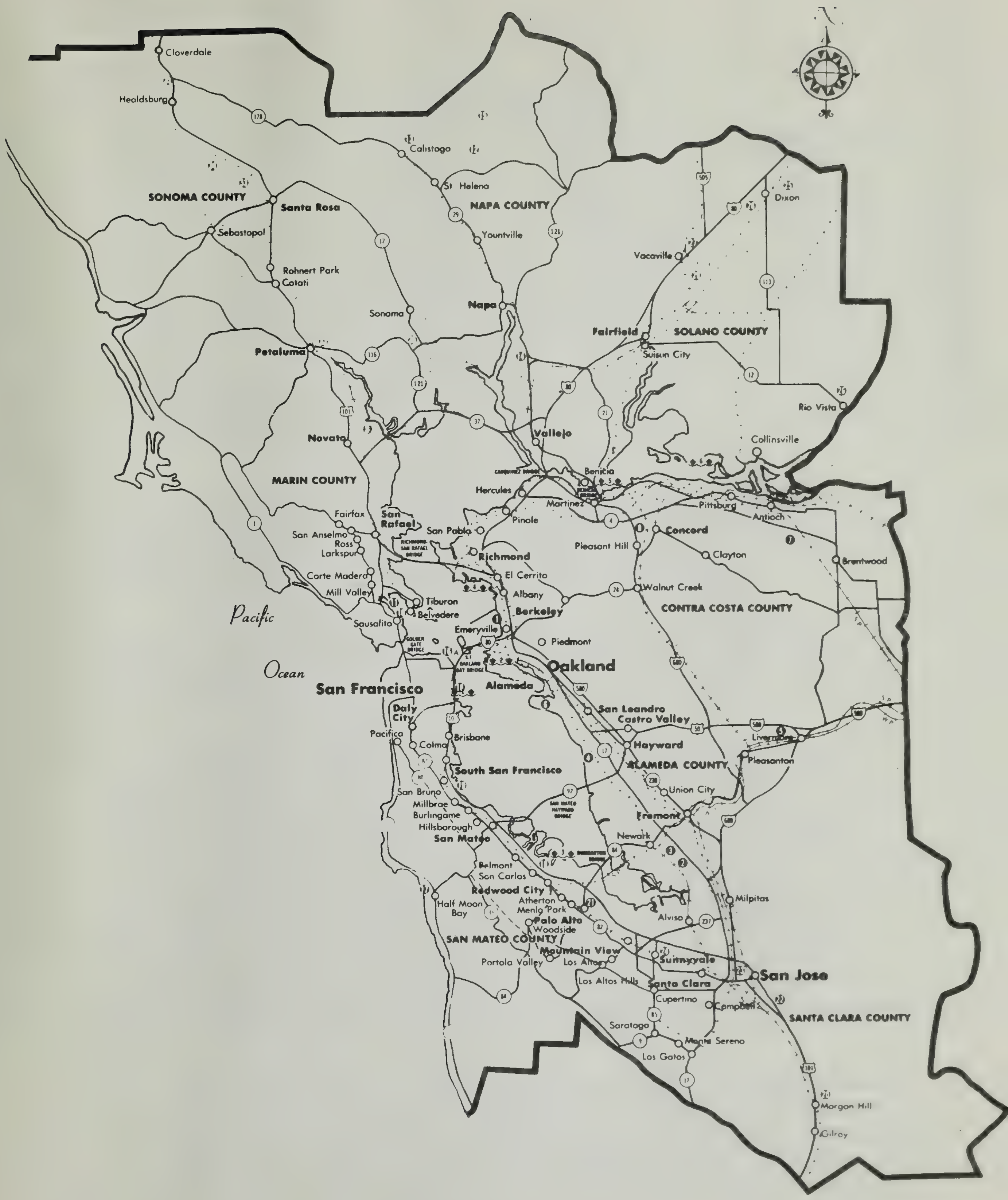
CHAPTER TWO

REGIONAL BACKGROUND

There is a striking interdependence among the nine counties of the Bay Area which grew from its unique geography and supports its highly complex and diversified economy. San Francisco Bay is the chief unifying influence. The rivers flowing into the Bay and the series of valleys and hills or mountain ranges paralleling the Pacific Coast segment the counties and give them varied climates and topography. The plain surrounding San Francisco Bay is the site of most of the region's urban development. Beyond the southern end of the Bay, this plain extends for another 60 miles as the Santa Clara Valley. The intervening north-south valleys between the mountain ridges to the north and east provide additional sites for urban settlement and agriculture.

San Francisco is the economic hub of the Bay Area -- including San Mateo, Santa Clara, Alameda, Contra Costa, Solano, Napa, Sonoma, and Marin Counties. Yet, San Francisco contains only .6% of the total land and 16.3% of the total population of the Bay Area. Its central location partly explains its economic importance.

Between 1950 and 1960 San Francisco's population declined from 775,357 to 740,316. It is estimated to have dropped further to 704,370 or lower in 1970. The Bay Area increased its population from 2,681,322 to 3,638,939 between 1950 and 1960. It further increased to an estimated 4,589,800 in 1970. Thus from 1950 to 1970, San Francisco's population decreased by 64,357 (8.3%) while the Bay Area's population increased by 1.9 million (41.5%).



SAN FRANCISCO BAY AREA

BAY AREA POPULATION

COUNTY	1960 POP.	1970 POP.*	NET CHANGE	
Alameda	912,600	1,057,754	149,545	(+16%)
Contra Costa	413,200	554,822	135,792	(+33%)
Marin	148,800	204,046	57,226	(+39%)
San Francisco	741,500	704,370	-35,946	(-4.8%
San Mateo	449,100	550,901	106,514	(+24%)
Napa	66,400	76,819	10,929	(+17%)
Santa Clara	658,700	1,057,032	414,717	(+64%)
Solano	137,100	164,513	29,916	(+22%)
Sonoma	148,800	199,212	51,837	(+35%)
TOTAL BAY AREA	3,676,200	4,569,469	920,530	(+25%)

The Association of Bay Area Governments recently predicted that the San Francisco Bay counties' population will increase from 4.46 million in 1970 to 7.5 million in 1990 and 1.5 million new jobs will be developed.

For industry, this remarkable growth provides a very attractive market. The region offers an affluent and diverse population. Labor is plentiful with many skilled and semi-skilled persons.

Between 1950 and 1960, San Francisco was the number one major American city in loss of families to the suburbs. San Francisco lost many of its white middle income families and gained many poor and unskilled immigrants of minority races from other parts of the nation and abroad. From 1950-1960 the number of non-whites in San Francisco increased from 81,500 to 135,900 or by 67%. It is estimated that by 1969 the number of non-whites increased to 202,900--a cumulative increase of 149% from 1950. In addition to the minority group increases, middle income families in San Francisco were replaced by young immigrants from within and outside the Bay Area.

San Francisco is accommodating its residential housing stock to this influx of young and old persons by building mostly multi-unit dwellings instead of single-unit dwellings. More than 50% of San Francisco's housing stock is composed of multi-unit dwellings, and 89.7% of new construction has been in multi-units during the last decade. As early as 1960, only 17% of the Bay Area's single-family houses were

in San Francisco while almost two-thirds of the area's multi-family units were located in San Francisco. Further proof of the large number of single person households in San Francisco is suggested by its high per-capita income and low household income as depicted in the following tables.

PERSONAL INCOME OF
BAY AREA RESIDENTS, 1968

County	Total Income	Per Capita Income
Alameda	$ 4,584,908,000	$4,285
Contra Costa	1,881,100,000	3,415
Marin	878,580,000	4,236
Napa	246,088,000	3,068
San Francisco	4,348,775,000	5,808
San Mateo	2,734,905,000	4,939
Santa Clara	3,996,298,000	3,949
Solano	585,600,000	3,393
Sonoma	598,757,000	3,077
Bay Area	$19,855,011,000	$4,326

Source: California State Chamber of Commerce

PER HOUSEHOLD INCOME
AVERAGE ADJUSTED GROSS INCOME
REPORTED ON TAXABLE RETURNS, 1967

County	1967
Alameda	$11,051
Contra Costa	12,432
Marin	13,765
Napa	11,103
San Francisco	10,943
San Mateo	12,918
Santa Clara	12,031
Solano	10,302
Sonoma	11,047
Bay Area Average	$11,739

Source: California Franchise Tax Board

The high cost of renting or buying dwellings in San Francisco makes its single family dwellings non-competitive to similar suburban housing. Generally, the cost of land as a proportion of total cost for single family homes is much above average in San Francisco.

In contrast to the decline in population in San Francisco, employment increased from 475,900 in 1960 to 534,200 in 1969 - an average of 6,500 per year.

This employment growth has permitted San Francisco to maintain its preeminent position as the employment center for the Bay Area.

TOTAL BAY AREA EMPLOYMENT 1960 & 1969

County	1960	1969 Est.	Increase
Alameda	353,000	457,000	104,000
Contra Costa	103,400	154,200	50,800
Marin	29,500	54,900	25,400
Napa	17,900	24,400	6,500
San Francisco	475,900	534,200	58,300
San Mateo	131,100	210,600	79,500
Santa Clara	228,000	412,700	184,700
Solano	43,300	56,800	13,500
Sonoma	50,300	68,700	18,700
Total	1,432,400	1,973,500	541,400

One important facet of this employment increase and resident decrease in San Francisco is the growing importance of the commuter. He is frequently a white collar, skilled worker. The following chart from the Bay Area Transportation Study Commission conducted in 1965, supports this growth in commuter traffic for the four counties directly adjacent to San Francisco:

SAN FRANCISCO COMMUTERS
LOCATION BY COUNTY

County		Number
Alameda		43,960
Contra Costa		21,179
Marin		27,170
San Mateo		75,670
	Total 4 counties	167,979

There is also a "reverse commuter" trend developing where San Francisco residents travel daily to the suburbs for their employment--some experts claim such employment is characteristically unskilled or semi-skilled industrial work.

Industry plays an important role in San Francisco's and the Bay Area's economics. Non-agricultural employment

in the nine Bay Area counties rose by about 442,600 jobs between 1960 and 1968 - over a 26% rise. Jobs in construction, manufacturing, transportation - communication - utilities and wholesale trade and mineral extraction - or what might be called the "core" industrial jobs - composed 40% of the total non-agricultural employment or 674,200 jobs out of the total 1,671,200 jobs estimated to be in the San Francisco Bay Area in 1968. However, these "core" industries gained only an average of 2% per year (2.4% if you discount mineral extraction, the slowest growing industry) contrasted to an annual gain of almost 5% in the remaining industrial categories.

No single industry dominates. Food processing, formerly the largest, has been surpassed by the electrical machinery industry, which includes most of the electronics-aerospace employment noticeably concentrated in the Stanford/Palo Alto area. Other important Bay Area industries include shipbuilding and repair, petroleum refining, automobile assembly, paper printing and chemicals.

The Center for Real Estate and Urban Economics at the University of California estimated that in 1965 about 101½ square miles (65,000 acres) was devoted to industrial land use in the nine Bay Area counties (including manufacturing, industrial non-manufacturing, transportation, communication and utilities uses). Industrial areas are concentrated in a narrow strip along the Bay, the northern edge of Contra Costa County and San Jose. One-third of the land used for industry in the Bay Area is located in Santa Clara County. Solano has the second highest percentage of industrial land; however, much of it is undeveloped. The most intensive industrial development in the nine counties is in Santa Clara, Alameda, and Contra Costa counties.

Industrial building as measured by building permit valuation totaled $97.6 million in 1967 with 699 permits, compared with 477 permits issued in 1958 totaling $38.9 million. The Bay Area has averaged about 280 new plants a year since 1950. Aside from the Bay Area's attractive topography and comfortable year-round climate, industry is attracted also by the Area's central location, highly developed transportation facilities, plentiful and cheap power and fuel, a skilled labor pool, and numerous research institutions.

Along with individual site locations there are an estimated 15,000 acres of planned industrial park lands

in 91 different locations. These industrial land developments include plotting, zoning, grading and the installation of streets, utilities and sometimes rail or shipping connections--all as necessary "to make the land completely available for industrial use." Building regulations are typical for most parks; whereas, the districts have few building restrictions and usually offer less developed land.

Land values vary greatly throughout the Bay Area. Below is an estimation of those cost ranges in 1969.

INDUSTRIAL LAND VALUES, 1969
(Price Range Per Acre)

County and City	Low	High
ALAMEDA		
Berkeley	$ 70,000	$ 85,000
Emeryville	100,000	130,000
Fremont	10,000	30,000
Hayward	25,000	45,000
Livermore	6,000	15,000
Newark	9,000	20,000
Oakland	50,000	110,000
Pleasanton	15,000	35,000
San Leandro	45,000	75,000
Union City	15,000	30,000
CONTRA COSTA		
Antioch	$ 8,000	$ 25,000
Concord	20,000	80,000
Martinez	9,000	20,000
Pittsburg	8,000	17,000
Richmond	15,000	60,000
San Ramon	15,000	30,000
MARIN		
Novato	$ 6,000	$ 60,000
San Rafael	10,000	85,000
NAPA		
County Airport	$ 3,000	$ 7,500
Napa	4,000	12,000
North County	2,500	6,000
South County	3,500	5,000
SAN FRANCISCO		
San Francisco	$ 85,000	*

*The price of industrial land in San Francisco is qualified by a variety of situations and a high estimate cannot be stated.

County and City	Low	High
SAN MATEO		
Belmont - San Carlos - Redwood City	$ 35,000	$ 80,000
Burlingame - Millbrae	65,000	130,000
East Palo Alto	10,000	40,000
Menlo Park	35,000	90,000
San Bruno	40,000	80,000
San Mateo - Foster City	40,000	100,000
So. San Francisco - Brisbane	65,000	110,000
SANTA CLARA		
Cupertino	$ 25,000	$100,000
Gilroy - Morgan Hill	5,000	20,000
Milpitas	12,000	22,000
Mountain View	25,000	75,000
Palo Alto	45,000	70,000
San Jose	20,000	100,000
Santa Clara	15,000	75,000
Sunnyvale	22,000	75,000
SOLANO		
Benicia	$ 10,000	$ 20,000
Central County	1,000	3,000
Collinsville	2,000	4,000
Fairfield	2,500	10,000
Vacaville	4,000	6,000
Vallejo	8,000	22,000
SONOMA		
Cloverdale	$ 2,500	$ 6,000
Healdsburg	4,000	15,000
Petaluma	3,500	18,000
Santa Rosa	5,000	20,000
Sonoma Valley	5,000	15,000

Source: Society of Industrial Realtors

The lower range listed in the table is for larger unimproved sites requiring some preparation for construction. Streets, water, sewer and other services are adjacent but not within the property area. The higher range is for fully improved property, generally of smaller size--

half-acre to five acres--with all improvements in to serve each lot. This may or may not be in a planned industrial park. In some of the more concentrated industrial and commercial areas, the market value of the limited amount of land available may preclude its use as a site for large-acreage establishments, and price quotations are generally quoted on a square foot basis.

While only 3% of the total land acreage of the nine Bay Area counties was devoted to manufacturing and wholesale use in 1965 (excluding mining and construction), almost 12% of San Francisco's limited acreage was devoted to manufacturing and wholesale trade. The other eight counties have devoted smaller acreages proportionally to their total amount of land. However, manufacturing and wholesale trade remain an integral and important part of the economics of the region and its individual counties. Furthermore, the net increase in acreage devoted to manufacturing and wholesale trade between 1965 and 1985 is expected to rise significantly. Over the last five years, such a trend has already become noticeable. Moreover, agricultural land is being converted to other uses throughout the Bay region. A growing proportion of this land is being devoted to industry.

The following chart shows the land use of the Bay Area in acres in 1965 and projections for 1985.

BAY AREA LAND USE IN ACRES

	Manufacturing/ Wholesaling		Commercial Land Use		Residential Land Use		Public/Recreation Land Use		Agriculture/ Mining/Construction		Total Land Use	
	1965	1985	1965	1985	1965	1985	1965	1985	1965	1985	1965	1985
ALAMEDA	9,747	11,355	4,504	6,433	58,225	100,482	13,864	25,946	176,345	140,888	262,705	320,486
CONTRA COSTA	9,199	10,524	3,494	4,964	55,625	95,163	18,611	34,218	158,292	129,621	245,229	303,102
MARIN	160	727	557	1,257	12,042	30,953	78,678	96,097	99,793	82,120	191,238	228,834
NAPA	438	643	606	945	2,407	6,676	83,735	91,302	76,760	73,865	163,950	176,329
SAN FRANCISCO	3,250	3,609	2,183	3,377	13,453	12,044	8,279	8,924	--	--	27,198	27,555
SAN MATEO	3,833	6,919	2,276	3,555	46,154	64,373	19,381	30,349	64,751	55,074	136,403	169,908
SANTA CLARA	21,696	25,911	4,055	7,063	62,817	125,556	30,825	53,524	208,063	161,835	327,485	420,140
SOLANO	325	1,250	382	864	6,591	25,443	41,584	49,324	359,759	338,177	408,652	436,640
SONOMA	16,331	18,643	1,038	1,890	3,443	22,555	38,589	53,050	294,034	279,867	353,431	390,159
NINE COUNTY TOTAL	64,979	76,581	19,095	30,348	260,757	483,247	333,546	442,732	1,437,797	1,256,732	2,116,291	2,473,149

Source: University of California Center for Real Estate and Urban Economics, "Jobs, People and Land," 1968

Only about 52% or 3,600 of the total 7000 square miles in the Bay Area are physically suitable for urban development. Because of location, slope, drainage, elevation or ownership, the remaining land is less suitable for urban activities.

The San Francisco region's central geographic position is complemented by many other factors important to industrial development: a vast and extensive transportation system is one of them.

Ease in transporting of passengers and cargo are a hallmark of the San Francisco Bay region. With 1400 miles of freeways and highways, 3 major transcontinental railways and three affiliate railways, over 100 common carrier truck lines, 3 major and over 30 minor airports, and more than 120 steamship lines, the Bay region offers easy access to anywhere in the world.

By late 1972, the $1.38 billion Bay Area Rapid Transit (BART) system is expected to be fully operational along its 75 miles of track stretching through three counties - San Francisco, Alameda and Contra Costa. Already, this project has generated millions of dollars of new investment in these three counties and promises to affect the labor force by making it highly mobile and tapping previously isolated residential, commercial and industrial areas. It may also accelerate the suburbanization of industry away from San Francisco - formerly the industrial core of the region - into the less dense, cheaper territory surrounding San Francisco.

With almost $2 billion worth of goods flowing through the Bay annually, the many deep-water and barge ports along the Bay and its tributaries play a major role in the region's economy. The Port of San Francisco, for instance, accounts for 12% of San Francisco's total employment either directly or through closely related activities. This generates upwards of half a billion in payroll dollars. Thus, the marine and non-marine developments of these ports will be noted throughout this report. For instance, major rebuilding is under construction and more is planned for the Port of San Francisco. New land requirements for modern maritime terminals are forcing vacation of the obsolete piers on the northern waterfront to huge commercial projects, while new maritime facilities are being constructed in the southern waterfront (south of the San Francisco-Oakland Bay Bridge). The recently completed Army street Terminal at Pier 80 is expected to be complemented by late 1971 by the world's first LASH terminal.

The $21.5 million LASH Project initiates a revolutionary floating container function for a large terminal at India Basin. Extensive building is underway at a few other terminals - like Pier 90's $5.6 million renovation and expansion project. The combined impact of these non-maritime and maritime projects in San Francisco and in other Bay ports should stimulate industry and commerce considerably. However, while San Francisco's port will be revitalized, its employment trends are uncertain.

A bridge spanning the Bay from Oakland to San Francisco's India Basin is planned. This bridge will provide yet another quick access to areas immediately on either side of the span. It is likely to reinforce strong trends already present in the communities, such as the suburbanization of industry and residence and the specialization of San Francisco as a work center - particularly for the white collar, clerical, managerial and professional worker. However, San Francisco's India Basin Industrial Park, on whose northern edge the new Bay bridge would be anchored, might profit substantially from it inasmuch as the industrial park could tap both the San Francisco and East Bay areas for labor supply and direct markets.

CHAPTER THREE

INDUSTRY IN SAN FRANCISCO

Industry is a significant element in the prosperous and diverse economy of the San Francisco Bay Area and San Francisco has historically been the leader and core area in the Bay Area for industry. Partly because of San Francisco's scarcity of land, high land and product costs and the strong suburbanization trend, San Francisco's industrial dominance has clearly waned. However, since most other segments of San Francisco's economy are growing - some gaining greater dominance over the Bay Area - it is important to re-examine the potential and needed roles which industry could play in San Francisco, particularly as they relate to the use of vacant industrial buildings.

San Francisco is generally viewed as the administrative, financial, shopping, and entertainment center for the greater part of northern California. Retail trade, finance, insurance, services, and real estate are more specialized in San Francisco than in the Bay Area in general; the City seems to be providing the administration for the handling and distribution of goods occurring in the East Bay where the population is expanding. Retail trade employment is becoming more specialized, and the City is becoming somewhat of a variety and specialty shopping center. The conclusions and recommendation of several forecasters is that San Francisco should concentrate on strengthening her sector of the market for finance and services and allow outlying areas to attend to residential, wholesale, warehousing, and industrial development.

Considering the particular concern of this study for labor-intensive uses of the vacant industrial buildings,

it would seem in order to look more closely at manufacturing. The decline in manufacturing employment as charted from 1950 to March 1969, has continued through May 1970, according to a recent article in the Daily Commercial News (June 29, 1970). In fact, in the month of May 1970, manufacturing was the only major industry to experience a loss in employment in the Pacific region according to the Bureau of Labor Statistics, U. S. Department of Labor. The exact number of jobs lost was 15,400. In the first four months of this year, manufacturing employment was down 5.6 percent from last year. Projections through 1975 show an even higher rate of decline.

In commenting on the decline in employment in manufacturing Arthur D. Little reported that:

> Attempts to shape the economy of the City to satisfy the workers by overemphasizing the development of manufacturing activity will have two major effects. First, additional unskilled workers will be attracted from other areas, simply adding to the pool of unskilled or low-skilled unemployed. Second, encouragement of manufacturing means the encouragement of activities still absorbing technological improvements: jobs provided in the short run might merely be eliminated by automation in the long run. The City which concentrates today on the development of a labor intensive manufacturing sector to meet the employment needs of unskilled and semi-skilled workers runs the risk of intensifying rather than solving its unemployment problems.

According to two industrial surveys conducted in 1968 and 1969, (see bibliography) as a generalization, there is a shortage in skilled labor. The shortage in skilled workers in some industrial sectors, is evidently serious enough to be considered one of the causes for the general industrial exodus from urban areas. Manufacturers needing engineers and other college-trained people have difficulty competing with the higher salaries and the "glamour" of federally supported defense industries on the peninsula and in southern California. Many San Francisco manufacturing firms also lack managerial, clerical, sales, and otherwise skilled help. Training programs are obviously needed; an oft-made suggestion is to train the employed unskilled in order to move them up to skilled positions and make room for the unemployed, unskilled.

In predicting industrial growth and choosing suitable

industries for vacant buildings in San Francisco, one also asks the question: What growth and emerging industries might prosper in San Francisco or elsewhere in the Bay Area? Suggested answers to this question can be arrived at through the model used to project employment through 1975. It is seldom that one single facet of economic research has as high a cost-benefit ratio as is suggested in the incorporation of these forecasting techniques in poverty and related programs.

The Arthur D. Little report suggested graphic arts complexes with manufacturers, printers, commercial artists, printing suppliers, photo libraries, translators, etc., located in close proximity, perhaps in the same building. Such a complex would be in line with the recent trend of industry toward location in single multi-story structures or in several adjoining structures.

The 1969 Survey of Business and Industry in San Francisco, California, by the Greater San Francisco Chamber of Commerce for the Concentrated Employment Program of the Economic Opportunity Council of San Francisco corroborates these conclusions. It found losses of jobs in manufacturing and in wholesale trade and increases in the financial and service classifications. In manufacturing, it found that the trend in job opportunities for minorities was up for all categories except unskilled labor. In considering those economic factors which most affect the migration of business and industry, the Chamber conducted a survey of firms and found that a most seriously unfavorable characteristic of San Francisco was the lack of land for expansion.

The question naturally arises: What about upward expansion of existing buildings and renovation of vacant buildings?

The report of the Department of City Planning of October, 1968, found that from 1953 to 1966 whereas employment in manufacturing in San Francisco alone declined from 187,707 to 175,594 - a decrease of 6½%, employment in the San Francisco-Oakland area increased by 15%.

Practically all of the industrial development in San Francisco has been concentrated on the flat area of the eastern one-quarter of the city. The Northeast and downtown districts have steadily declined in industrial employment and number of units. Most firms have a strong locational orientation to be in San Francisco, and so justify

the high land costs. Land and floor space requirements and proximity to suppliers and customers are probably most important for firms in San Francisco. Apparel manufacturing typically is carried on in loft space or other inexpensive space found in or near the central business district - a location convenient both for workers in this industry and for buyers of the finished products. Printers find it advantageous to be near their downtown customers and, like the garment industry, desire the relatively inexpensive space that is found in older buildings. Processors of food such as coffee and fish traditionally have located near the waterfront where the supply arrives. Wholesalers of restaurant equipment, dry goods, and office equipment prefer close-in locations; wholesalers of industrial equipment and supplies and other commodities stocked in large quantity are located away from the central area. The economics of these traditional locational preferences seem unlikely to allow great change.

The most significant aspect of industrial location is the dominance of the South of Market District for locational preferences. In a 1968 survey by the San Francisco Department of City Planning, 19,361 jobs or 41% of the 46,704 jobs in the six leading three-digit SIC codes, were located in the South of Market District; of the 31,389,900 square feet of floor space devoted to these activities, 14,604,300 square feet, or 47%, were located in the same district. However, only one-third of the total land occupied by these industries, or 159 acres out of the 486 acres included in the study, was located in the South of Market District. The Department of City Planning developed the following industrial floor area ratios for the San Francisco's six major industrial districts. They are as follows:

Northeast	2.4 to 1
Downtown	3.5 to 1
South of Market	2.1 to 1
Mission	1.8 to 1
Central Basin - Islais Creek	0.7 to 1
Bayview	1.0 to 1

These ratios reveal the intensive use of floor space in the South of Market and Mission districts compared to the low intensity Central Basin - Islais Creek and Bayview districts. The Northeast and Downtown districts show a remarkably intensive use of their industrial floor space.

Several industries have tended to cluster in the same area. For instance, most of the apparel manufacturing is

found in the Northeast, South of Market and Mission areas, with the South of Market district clearly the predominant site. The planned industrial complex designed as "Apparel City" in the Central Basin - Islais Creek area has been utilized largely by other industries. The need for inexpensive, nonspecialized industrial space has drawn the garment makers to the close-in industrial areas of the city. These areas not only have the required space but they are within walking distance of worker's residences or served by good public transportation. They are also close to downtown retailers and showrooms.

Contract construction establishments were concentrated in 1964 in the South of Market, Central Basin - Islais Creek, and Bayview areas. Contractors' yards in the two areas outside South of Market accounted for the excess of land area over floor space in those areas.

Establishments producing fabricated metal products and non-electrical machinery have less compelling need for downtown locations than do other industries. The chief reason for a central location is probably the availability of cheap space in older industrial buildings. There is a great diversity of establishments in this field of manufacturing, however, and the outlying locations are more suitable for those firms that have extensive manufacturing operations and need land for off-street parking and loading. The Downtown area had none and the Northeast area had only a minor proportion of the industry.

The printing and publishing industry is centered in areas in or very close to the Downtown district. These close-in areas satisfy the industry's desire for cheap space and for proximity to commercial and industrial customers. Although the South of Market district had the largest concentration of printing and publishing, the Northeast, Downtown and Mission areas also had a significant part of the industry.

Processors of food and kindred products were concentrated in the South of Market, Mission and Central Basin - Islais Creek area. This industry is an intensive user of land in that the amount of floor space greatly exceeded the land area.

Wholesale trade was clearly concentrated in the South of Market district. The secondary role of Central Basin - Islais Creek as a wholesaling area is important because

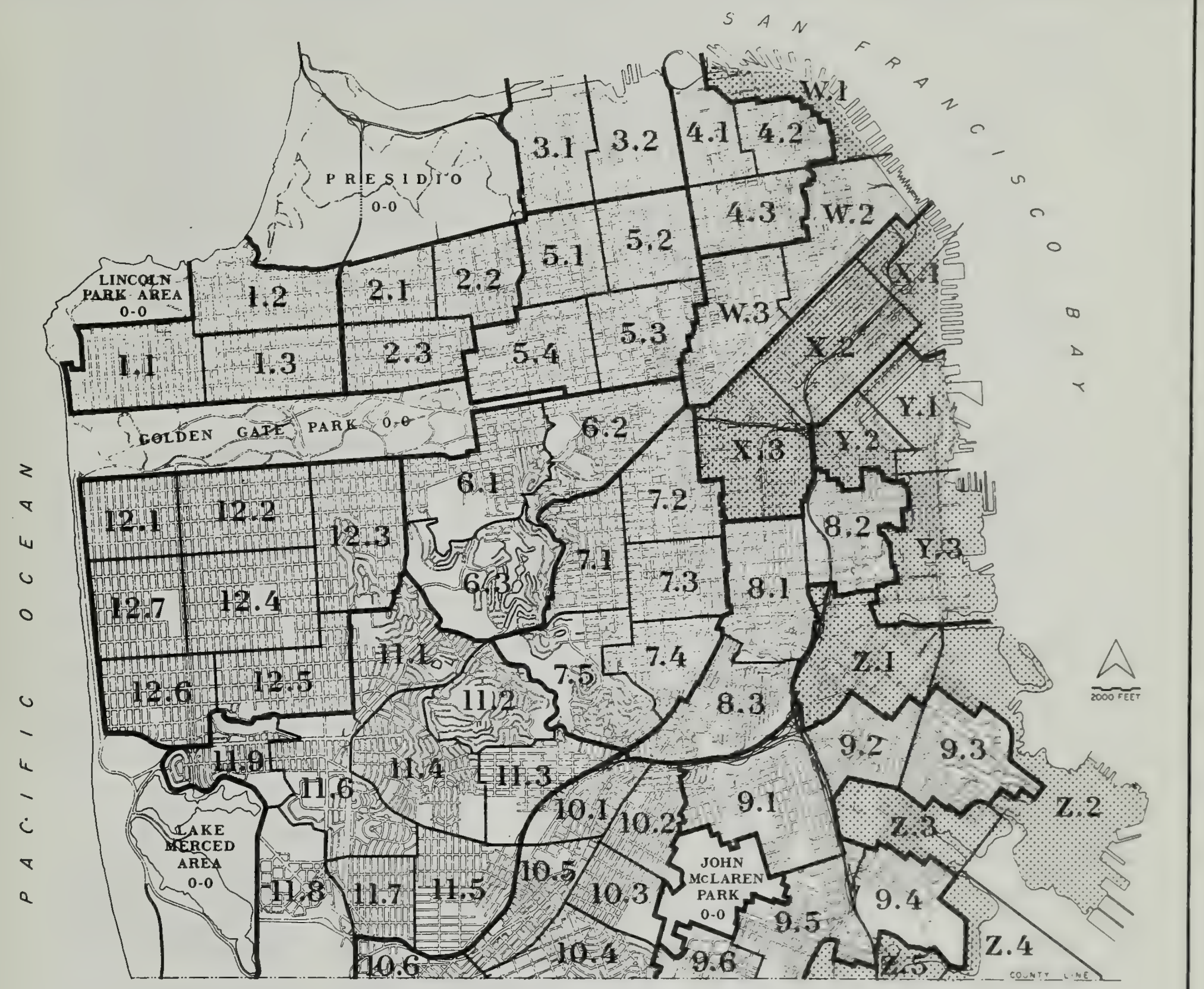
of the concentration of a large proportion (40%) of the total land area there. The distinction between whole-salers with stock and wholesalers without stocks is important to the subject of the industrial location, but the industrial survey conducted in connection with the Community Renewal Program did not differentiate between the two types.

The 1961-64 land use survey found 452.51 acres vacant. Table 25 shows the results in detail. The Southern districts had 2/3 or 306 acres of the vacant land available. Several San Francisco industrial realtors have estimated that this figure has dropped to 8% or less of the total land. The Southern Basin Area (25th Street South to the San Mateo County Line) still contains the largest proportion of vacant land; it has the greatest potential for industrial development.

VACANT (DRY) LAND IN AREAS PREDOMINATELY
ZONED FOR INDUSTRY - 1961-64

Area (Map on following page)		Acres
W.1	North Embarcadero	2.04
X.1	Rincon Hill	2.89
X.2	South of Market	1.49
X.3	Division	13.41
Y.1	China Basin	5.32
Y.2	Channel	23.99
Y.3	Central Basin	97.26
Z.1	Islais Creek	38.44
Z.2	India Basin	109.92
Z.3	South Basin	65.95
Z.4	Double Rock	56.11
Z.5	Candlestick	35.69
	TOTAL	452.51

Source: San Francisco Department of City Planning



PLANNING AREA BOUNDARIES

PREPARED BY THE SAN FRANCISCO DEPARTMENT OF CITY PLANNING · 1965

AREAS OF SAN FRANCISCO ZONED PREDOMINANTLY FOR INDUSTRY-1964

Since the completion of the 1961-64 land use survey, much of this vacant land has been developed. A large motor freight terminal and a discount department store have taken more than half the vacant land in the Channel area. In the Central Basin area, further filling of tidelands augmented the amount of available industrial land, but most of the land has now been developed for the 68-acre Army Street Terminal (San Francisco Port Authority) and for one-story wholesale distribution and light manufacturing buildings. A significant vacant area still exists in the center of the Central Basin area, west of Third Street. Flat, served by rail, with convenient access to the new Southern-Embarcadero Freeway, the land is mostly zoned M-2 for heavy industrial development.

Much of the land in the Islais Creek area (Z.1) that was formerly vacant has since been improved with warehouses. There remains throughout this area, however, a great deal of underused land--salvage yards and areas for occasional outdoor storage.

In 1964, Arthur D. Little, Inc., completed a commercial and industrial properties survey as part of the community renewal Program. They found the following distribution of vacant industrial floor space:

North of Market	29%
South of Market	50%
Mission	7%
Central	8%
Southeast	5%

92% of the vacant floor space recorded for the North of Market district was within a few blocks of the waterfront. Arthur D. Little's study, San Francisco Community Renewal Program (Technical Paper No. 5), contended that a 6% industrial vacancy rate is not unusual. In San Francisco Industrial Trends (October 1968), the Department of City Planning continually points to the alluring potential of the Southern basin district for industrial development, particularly for light industry. The Department of City Planning wisely caution

that the "full potential of this area . . . could be lost by a combination of several unfavorable circumstances:

Unsuitable Block Layout
Absence of Street Improvements and Utilities
Unscientific Filling of the Land
Use of Scattered Parcels for Unsightly, Open Storage

Drastic measures are necessary to assure maximum use of the area. Redevelopment is the most feasible way of assuring this, particularly in the area north of Candlestick Park." The Department of City Planning further suggests that remodeling of obsolescent factory and warehouse buildings for industrial re-use is sadly lacking in San Francisco. They note that "factories tend to sit idle with perhaps the office space rented and old multi-story warehouses remain vacant except for incidental use of the ground floor."

The South of Market District also faces problems in future development. Presently, the affinity of certain major industrial categories for a South of Market location reflects both the availability of inexpensive space and the desire for a central location. Many of the buildings are old and only several stories high with the major exception of high rise office and commercial buildings along Market and New Montgomery Streets. The Department of City Planning again notes that industry may be forced out of this area. They state that "The poor condition of structures, the construction of new financial and administrative office buildings, current redevelopment, and the growing demand for off-street parking are all reducing the usable industrial space inventory South of Market Street." Furthermore, the poor or mediocre condition of a large amount of the floor space in the South of Market district is unfortunate.

As a part of the Community Renewal Program, a survey of the condition of commercial and industrial establishments in San Francisco was made. Generally, the 1964 survey shows San Francisco's commercial and industrial properties in good condition. For instance, the survey showed 71% of all floor space surveyed to be within the top 3 levels (out of 6 rating levels). However, this was a city-wide survey which included commerce as well as industry. By focusing on industrial districts the Department of City Planning was able to adapt the Community Renewal Program results to industry. In these approximations City Planning found that Upper South of Market had the most serious condition problems

in 1964. Over half the total amount of commercial and industrial space classified as the lowest condition (level 6) in the industrialized areas was located in the Upper South of Market area. The area had the lowest proportion of excellent conditioned industrial space.

The industrial areas with better than 60 percent of the total floor space in either Category 1 or 2, the top two condition classifications, were:

Bayview West	94%
Candlestick	82%
Northern Mission	69%
Central Basin	62%
Bayview East	61%

The Bayview West is as close as San Francisco comes to a model industrial area. The well-maintained buildings and grounds--some attractively landscaped--are a sharp contrast to the north and east.

The number of jobs associated with properties in poor condition is considerable. The Community Renewal Program found this relationship:

Condition Category	Employment	Percent of Total
1 (Best)	37,077	38
2	20,621	21
3	15,058	15
4	12,355	13
5	8,248	8
6 (Poorest)	5,236	5
Total	98,595	100

The South of Market industrial areas had more than their share of the employment associated with the worst conditions. Of the 5,236 jobs in the industrial areas connected with establishments rated as Condition 6, 4,203, or 80 percent, were in the four areas comprising the area generally known as the South of Market District. Of the 8,248 jobs with Condition 5 establishments, 6,351 or 77 percent, were in the South of Market District.

The large amount of poor or mediocre floor space in San Francisco's industrial areas poses a serious question concerning the future of the enterprises, the persons employed and the buildings themselves. This is particularly true of the South of Market industrial areas and in the Islais Creek area. The Southeastern part of the city

contains relatively little low-quality space, except in the Islais Creek area. Although certain industries like wholesalers, printers, and apparel manufacturers can make good use of space, others consider it obsolescent. So long as buildings in substandard condition do not become dilapidated and unfit for occupancy, there is a reasonable likelihood of their use by members of industrial groups. However, blight and inconvenience or injury to employees must be avoided for a healthy atmosphere for San Francisco industry.

Industry faces many disadvantages in locating in San Francisco, including expensive land and mediocre building conditions. Louis K. Loewenstein and David Bradwell, discussed these problems in an article[1] based partly on a survey on why industrial firms have left San Francisco, by Arthur D. Little, Inc. A.D. Little had isolated and questioned about three dozen firms which had moved out of San Francisco to one of the eight other Bay Area counties between 1953-1963. Loewenstein and Bradwell were able to develop a cost comparison for San Francisco and the Bay counties. Some of the results are as follows:

- Land purchase or leasing costs were about 25% more expensive in San Francisco than in a suburban or rural location.
- Buying or leasing costs for buildings were about 10% more expensive in San Francisco.
- Inventory taxes were about 14% higher in San Francisco.
- No major differences in other taxes.
- No noticeable differences in labor costs (all skills).
- No appreciable change in costs for materials, fuel, power, or freight.
- Insurance costs were about 10% lower outside of San Francisco.
- Slight increase in retained earnings, more depreciation, dividends, and greater profits.

The firms interviewed typically increased the size of their lot by more than 500%, and they increased their total building size by almost 200%. Their storage spaces were increased by more than 150% and more than 175% for their office and production space. Unskilled and skilled employment rose by 30% and 46%, respectively, while managerial and professional employment increased only slightly. Perhaps most important of all, the Arthur D. Little survey found that the average age of firms who left the city was

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[1] Loewenstein and Bradwell, "What Makes Desirable Industrial Property?" The Appraisal Journal, pp. 263-267.

almost 39 years - approximately the same age of the typical operating life span of an industrial building.

Between 1953 and 1966, every major industry in San Francisco except transportation experienced losses in the number of firms operating, while in the San Francisco SMSA (excluding San Francisco) the number of industrial establishments grew in every major industry. However, firms fail, consolidate and liquidate normally. Therefore, characterizing the decline in numbers of industrial firms in San Francisco as industrial migration to the suburbs is inaccurate and is not supported by this statistical trend alone. A more significant fact is the age of the firms who do move outside of San Francisco. If most firms leaving San Francisco have resided there for an average of 38.9 years, as A.D. Little found, this would suggest that the firms moved when their physical plant reached the end of its useful life. This militates against the thesis that departing firms have had a short tenure in the San Francisco site. A.D. Little found that although San Francisco's manufacturing establishments were decreasing in number they were increasing in size. This finding has been borne out by the current study.

San Francisco is undergoing many significant changes. In the following paragraphs major changes are analyzed and their impacts on San Francisco are suggested.

The India Basin Industrial Park

The most immediate prospect for significant industrial growth in the South Bayshore District (1960 Census Tract L) is the 126 acre India Basin Industrial Park Project, formerly called Butchertown Redevelopment Project. It will provide usuable sites at reasonable prices and is a logical location for some port oriented businesses as well as for meat processing firms. A central objective of this redevelopment project is to encourage labor-intensive industry (40-50 employees per acre) so that as many as 4000 jobs can be provided, principally for the unemployed or underemployed residents of the Bayview-Hunter's Point community. Acquisition of all property in the area is hoped to be completed by the end of 1971 and the project officials hope to complete the stabilization of the reclaimed land, laying the utilities,

blocks, streets and lots, and selling the land by May 1974. The southern bay crossing will have its entrance at the northern edge of the park's property - this could easily help spur the park's development and land values.

The India Basin Industrial Park Project, therefore, will be a unique experiment in San Francisco and it is difficult to estimate what its impact on industry in San Francisco will be. Its success will help greatly to determine more accurately what industry's role can be in San Francisco.

The Port of San Francisco

The Port of San Francisco has always played a vital role in the city's development and character. As explained in Chapter Two, the Port contributed directly and indirectly to about 12% of the total number of jobs in San Francisco in 1964. This amounted to 22,722 jobs with a payroll of $195,504,000. San Francisco's reputation as one of the nation's leading ports derives not from the tonnage but from the value of the goods handled. Foreign trade has become an increasingly important part of San Francisco's waterborne commerce and a significant proportion of this foreign trade comprises manufactured or processed goods. It has been estimated that one ton of goods from foreign trade is responsible for $98.40 of payroll attributable to port activities while one ton from inland trade is responsible for only $2.06.

If Arthur D. Little's estimate is correct, then the Port of San Francisco's total tonnage handling will grow by 50% between 1965-1990. The Port activities should climb in importance to San Francisco's economy, particularly if the growth trend continues to be largely in high-valued manufacturing goods moving in foreign trade.

The Port is attempting to secure the sizable and rapidly growing containerized cargo market by planning construction of a 4-berth container terminal on 82 acres between Central Basin and Islais Creek, another 4-berth container terminal at Pier 94 of 114 acres, and at Pier 96 and 98 where two 48 acre sites are being developed for the new LASH Project (Pier 96 will also have 20 water acres for a floating container). The 68-acre Army Street terminal at Islais Creek has already been constructed.

San Francisco faces significant competition from the

other ports in the Bay, especially the Port of Oakland with its recently completed 140-acre container terminal. Below is a summary of the various port facilities in the Bay Area.

BAY AREA MARINE TERMINALS HANDLING GENERAL CARGO

Location	Berthing Depth (feet)	Berthing Space (feet)	Open Storage Space (sq. ft.)	Warehouse Space (sq. ft.)
Alameda	32	4,100	--	329,200
Benicia	39	2,404	4,430,000	1,500,000
Oakland	35	16,128	1,700,000	945,000
Pittsburg	35	2,500	648,960	--
Redwood City	30	1,450	119,700	62,500
Richmond	32	5,218	754,272	434,130
San Francisco	35-40	75,000		6,750,000

The expansion programs undertaken by the Port of San Francisco are likely to draw many related activities into the area. In the South Bayshore Study (1969), the Department of City Planning stated that "all types of general and specialized warehouses are an obvious potential." Among the following port-oriented activities that may be attracted to the area, those marked with an asterisk are likely to be labor intensive:

Container manufacturing companies*
Container leasing companies
Export packing companies*
Customhouse brokers
Freight forwarders
Branch banks
Marine and cargo surveyors
Marine equipment and supplies
Specialized ship repair shops
Fuel supplies

Yerba Buena Redevelopment Project

This 87-acre convention, business and sports development

in the heart of the South of Market district is expected to be fully developed by 1978. It will represent a $385 million public and private investment. The project will replace a blighted area bounded generally by 3rd, 4th, Market and Harrison Streets. Anticipating the influence that the project will have in the area around it is hazardous and most planning authorities do not venture concrete predictions. Yet a few guarded conclusions seem reasonable. First, the office building, convention and sports facilities will generate restaurant and entertainment establishments. Secondly, the Yerba Buena project may cause land prices to rise around the project, concentrate specialized services around it and consequently squeeze the marginal light industrial operations out of the area while engineering, printing, data processing firms and the like may replace them.

Bay Area Rapid Transit

The $1.38 billion BART System will extend over 75 miles of track through Alameda, Contra Costa and San Francisco counties. More than anything else, BART Will spur financial investment in the areas around the 9 BART stations in San Francisco. Land in the South of Market district foreseeably will change from its present industrial character to a high-rise commercial area, dominated by office buildings as in the area between 2nd and 3rd streets where Pacific Telephone and Telegraph Company has two major office buildings. The general area from Market to Folsom Streets was rezoned for commercial use in October 1968. This designation does not exclude very light industry such as automobile body shops and the like. The Yerba Buena Center Project should provide a strong additional impetus for commercial development within the area. BART is expected by many experts to add a fatal push to present industry in this area to more southern location.

Industrial areas in the Mission district may be gradually rezoned for residence or more likely for a blend of zoning classifications. Former industrial buildings have already been adapted for new uses. A public health clinic and the new Far Western Educational Laboratories are both located in former warehouses. Some industrial buildings have been slated for removal in order to construct low and moderate income housing.

Thus, industry in the South of Market area will

gradually be converted to commercial use because of the M-1 to C-3 rezoning of the area, the growth of the central downtown commercial district, and the economic spur which the Yerba Buena Project and BART will effect. Similar rezoning of the Mission district industrial sites is being considered by city planning officials, but rezoning or surges in development are still very uncertain and speculative.

Taxation

Property, sales and business taxes provide the major portion of the total revenues collected by the City and County of San Francisco in 1968-69. A newly enacted 1% gross payroll tax also will contribute substantially.

Only 46% of San Francisco land can be subjected to the property tax. Other buildings and land in San Francisco are tax exempt activities. This includes such public lands as streets, freeways and parks.

As the City's budget expenditures grow, the dollar amount that property taxes are expected to supply also grows. Sales and business taxes are fixed by legislation.

From past records and surveys (see bibliography) taxes, and the rate of their increases, were constantly placed high on the list of disadvantages encountered by businesses located in San Francisco. It was therefore evident that the contributory effect of the San Francisco City/County tax structure on business migration is an important factor bearing on the rehabilitation of unused industrial buildings.

Businesses with large inventories that cannot be annually depleted, find themselves subject to high inventory taxes after the March appraisal. The State, however, has been moving to eliminate this tax. The accelerated tax payments of corporations (legislated in 1967) could be a factor instrumental in businesses deciding to leave california, especially those with high inventory. Inventories in some cases, where the volume of merchandise allows, are held in warehouses in other states where inventory taxes are relatively low. As taxes are assessed as of the first Monday in March each year, anyone moving into California (San Francisco) after this date is not picked up on the roles until the following year. Some business is transacted with this in mind.

There is more relief in sight in a proposed reduction

in the inventory tax. In addition, the growing pressure for property tax reduction may well lead to property tax relief as tax legislation is considered when the Legislature convenes in January. In this past session a major tax measure fell one vote short of the needed two-thirds vote in the Senate after passing in the State Assembly.

In October 1967 tax legislation AB 80 was enacted. This was a major property tax reform bill that reinforced the law as it related to standard ratio for assessed value statewide. Therefore 1967 was used as the tax base year, and 1970 as the comparative year for this project.

An increase in the San Francisco City/County property tax rate from $8.80 per $100 assessed value in 1967/68 to a rate of $12.83 in 1970/71 will amount to an increase of 46%.

Where businesses find that a substantial tax savings can be realized by relocating, they will tend to analyze all cost and income factors involved. Should they relocate, their departure will narrow the tax base. Where this move is not compensated by new, taxable economic activity, the proportion of taxes to be paid by those remaining would tend to grow, thus influencing other businesses to consider relocation outside the San Francisco City/County tax area.

State Legislation enacted in 1966 provides for a uniform treatment of property taxes in all counties. Therefore, insofar as the valuation for property tax rate assessment is concerned, a San Francisco business location is not disadvantaged. Rates, of course, vary from county to county and the heavy burden of such core city problems as welfare tend to accelerate the increase in the San Francisco tax rate. Beginning with the 1971-72 fiscal year, all locally assessable property will be assessed 25% of its value.

In August of 1968 the San Francisco Board of Supervisors enacted a commuter tax. A survey conducted by the San Francisco Chamber of Commerce showed that the vast majority (91%) of the responding firms felt that the tax would have been detrimental to the entire Bay Area. On November 8, 1968 a Sonoma County Superior Judge ruled that the 1% tax on the earnings of commuters employed in the city was unconstitutional, discriminatory and the imposition of an "undue burden upon the commuter." This saved San Francisco from a comparative tax disadvantage with other Bay Area localities.

However, San Francisco subsequently adopted a flat rate 1% gross payroll tax to be paid by the employer. This tax is the first of its kind to be adopted by any city in the United States. It has no relation to ability to pay. It surely will be a major factor influencing out-migration of business and industry, particularly among labor-intensive industries and possibly payroll heavy executive headquarters functions.

In addition the City doubled its business license gross receipts tax -- giving business the dictum to pay either the gross receipts tax at the existing rate or the gross payroll tax, whichever is higher. Should the courts rule against the gross payroll tax, then the doubled gross receipts tax goes into effect. Also adopted by San Francisco was a 25% tax on off-street parking city-wide.

San Francisco is not without some of the vexing taxation problems of other major American cities. Taxation and its impact on business and industry in San Francisco is a complex subject and is currently receiving detailed consideration by expert groups. Therefore, a full treatment of this subject and the submission of specific recommendations on a revised tax policy to encourage economic development and job opportunities in labor intensive industries is beyond the scope of this study. However, the various taxation studies have repeatedly stressed that local gross receipts, payroll and inventory taxes do cause the out-migration of specific industrial classifications to those areas which are not so burdened. It is therefore evident that the restructuring of taxes affecting local industry could be of great help in efforts to expand the economic base.

On the bright side, programs to build complexes of middle-income housing, attract headquarters firms to San Francisco, construct new industrial parks, and utilize vertical space, all tend to increase the tax base. The rising trends in overall employment and increasing growth of economic activity in a wide range of specialized industrial activity indicate that San Francisco has superlative characteristics as a site for selected business and industrial activity. It further indicates that the tax disadvantages vary widely according to the type of industrial activity and the kind of tax levied.

Zoning

In a 1968 Industrial Survey of San Francisco conducted by the San Francisco Chamber of Commerce, 30.8% of the responding firms considered the local zoning codes as an advantage of locating in the city; 56.9% considered them of little importance and only 12.3% considered them a disadvantage. Local building codes were considered in about the same light. The Chamber also conducted a survey of factors influencing the exodus of industry from San Francisco. In part II of this survey 15 firms furnished information. No firms listed zoning and building codes as a primary factor influencing their decision to relocate outside of San Francisco and only one listed it as a secondary factor. In the 1965 Industrial Survey by the San Francisco Chamber of Commerce a list of 40 possible disadvantages of locating in San Francisco were rated by responding firms in decending order of importance. 25.5% rated local zoning codes as 20 on the list; 60.7% rated zoning as second of 40 factors that were of little importance and 10% rated zoning as 32nd on the list of advantages.

Generally speaking, zoning is not a major factor in the emigration of industry from San Francisco and favors location of industrial activity.

Employment

The annual average employment by S.I.C. code for San Francisco City and County was plotted manually against time for the period 1960 to March 1969. David Bradwell and Associates of San Francisco computerized this and other information covering this decade of history plus five years of projections.

While the range of firm size in each S.I.C. group represented is not apparent from these data, although potentially available on the State of California Human Resources Department (HRD) tapes, the average number of workers per firm is of interest inasmuch as the San Francisco economy is, with a few notable exceptions such as public utilities, major banks, and major food processors, heavily dependent upon small establishments for its vitality. From other surveys, the range of employment size varied widely from zero employees to more than 10,000 employees.

Some summary data are shown below:

SAN FRANCISCO
COVERED EMPLOYMENT DATA

Total All Industries

(a)	(b) 1960	(c) 1969	(d) 1975
1. Number of Establishments	21,468	19,913	18,764
2. Wages & Salaries	$1,961,041	$3,002,628	Note 3
3. Employment Average	337,101	374,276	395,101
4. Workers Per Establishment	16	19	21
5. Average Wage Per Worker	$5,817	$8,022	Note 3

Explanatory Notes:

1. Line 2 - Expressed in $ thousands.
2. The above reflects continuing increases in wages and salaries - Employment, Workers per Establishment, Average Wage per Worker and a decrease in the Number of Establishments.
3. Lines 2 and 3, column (d) - The average wage per worker data are particularly hard to interpret inasmuch as an increase in this average denotes one or more of the following:
    a. Price and wage inflation.
    b. Increasing percentages of workers with seniority rights.
    c. Upgrading of skill levels, i.e., differential hiring of skilled and unskilled workers.
    d. Increases in productivity passed on to workers in the form of higher wages.
4. Since the method of projection was a simple linear regression on time, growth curves which are concave upwards would tend to be underestimated, and declining industries which are concave downwards will tend to be overestimated. This method of projection will be relatively unaffected by recent turndowns in employment in the city.

In future analyses, a more complex but more informative type of projection procedure might be considered, although this simple trend projection should prove quite helpful to industry leaders in assessing the implications of increased growth or taking suitable corrective action where possible to counteract an adverse trend.

In broad summary, covered employment for all industries

and services rose steadily from 337.1 thousand in 1960 to 374.2 thousand in 1969 and the trend is continuing upward with projections to 395.1 thousand in 1975. This situation is reflected by S.I.C. Division in the chart below:

San Francisco
Covered Employment Data
Numbers of Employees

Division		1960	1969	1975
A.	Agriculture, Forestry, Fisheries	626	819	960
B.	Mining	399		
C.	Contract Construction	17,921	19,890	21,662
D.	Manufacturing	65,043	57,126	51,575
E.	Transportation, Communications, Electric, Gas, Sanitary Services	45,702	52,643	57,552
F.	Wholesale & Retail Trade	100,626	99,312	95,729
G.	Finance, Insurance, Real Estate	45,702	61,720	69,925
H.	Services	60,183	81,115	96,067
I.	State and Local Government	457	778	890
J.	Nonclassifiable	209	516	486
	All Divisions	337,101	374,276	395,101

Numbers noted in parenthesis in the following paragraphs are Standard Industrial Classifications. All figures quoted henceforth are the average number of employees for the stated year, except in the case of 1969 which is a projection made by David Bradwell and Associates. The source of data is the California Employment and Payrolls Report #127, (see Bibliography).

Agriculture, Forestry, Fisheries. This division is not a major sector of San Francisco industry. It nonetheless makes a colorful and essential contribution to life in the City.

Contract Construction. While heavy construction (16) has risen from an average of 3976 employees in 1960 to 7672 in 1969, both general building contracting (15) and special trade contracting (17) have fallen: general building from 4594 to 4031 and special trade from 9351 to 8187 in the same period from 1960 to 1969.

Manufacturing, Food and Kindred Products, (20). Despite an overall decline in food manufacturing (15,894 employees in 1950 to 13,299 in 1969), employment in the food processing (203) canned, cured and frozen foods industry,

rose from 3033 employees in 1960 to 3638 employees in 1969. The most significant employment declines in divisions of the food industry were in bakery products, (205), and in beverages (208). Employment in the meat products industry (201) has also declined from 1845 in 1960 to 1492 employees in 1969.

Textile Mill Products (22); Apparel and Other finished Products Made From Fabrics (23). Employment in the textile industry has declined from 429 in 1960 to 189 in 1969. In the same period employment in the apparel industry has risen slightly from 7014 in 1960 to 8186 employees in 1969. This rise was due to a steady increase in employment for the manufacture of women's outerwear (233) from 3711 in 1960 to 5551 in 1969. This rise has more than offset the decline in employment for the manufacture of men's clothing (232) from 1850 in 1960 to 1564 in 1969.

Lumber (24); Furniture (25); and Paper (26). Employment in the lumber and wood products industry (24) has declined from 633 in 1950 to 219 in 1969. Furniture (25) employment has also declined from 2599 in 1960 to 1277 in March 1969. This drop, however, is largely due to the out-migration of Simmons Mattress Co. in 1964; since then employment has remained more or less steady in the industry.

Employment in the manufacture of paper and allied products (26) has moved from 2032 in 1960 to 1836 in 1969. In the converted paper products group of the industry (234), employment has varied somewhat in the 400's throughout the 1960's, with 465 employees in March, 1969. In production of containers and other paper products (265), employment declined from 1459 in 1950 to 1098 in 1965 and then rose steadily to 1371 in 1969.

Printing and Publishing (27). Employment in the industry as a whole has gone from 10,433 in 1950 to 12,043 in 1960 to 10,750 in 1969. On 11 September, 1965, San Francisco's two largest newspapers combined their printing facilities for joint usage. The sharp drop in employment in the publishing industry can be largely attributed to this combination of facilities. A correspondingly sharp rise followed in commercial printing from 6987 in 1966 to 7161 in 1969. Employment in Newspaper printing (275) decreased from 4741 in 1966 to 954 in 1969.

Chemicals (28); Petroleum (29); Rubber (30); Leather (31);

Stone (32); and Metal (33). Employment in the production of chemicals and allied products (28) has remained more or less steady with 1743 employees in 1960 and 1668 in 1969. Employment in the petroleum industry (29) has risen from 3438 in 1960 to 4101 in 1969 with most of the increase since 1967. Employment in the manufacture of stone, clay and glass products (32) and primary metals (33) has declined: stone, from 1376 in 1960 to 596 in 1969; metals, from 1193 in 1960 to 698 in March 1969. Employment in rubber and plastics production (30) has moved from 151 in 1963 to 210 in 1969. Information for leather (31) was not available in detail for the early 60's; however, it moved from an estimated 80 in 1960 to 234 in March 1969.

Fabricated Metal Products (34). Employment in the industry as a whole has declined from 7419 in 1950 to 6487 in 1960 with a slight rise to 6505 in 1969. Employment in metal cans (341) has fluctuated but has declined overall from 1747 in 1960 to 1467 in 1969. Employment in fabricated structural metal production (344) has declined overall from 1499 in 1960 to 1356 in March 1969. A somewhat promising group in the fabricated metal industry seems to be cutlery, handtools and hardware (342), in which employment has risen fairly steadily from 1473 in 1960 to 1980 in 1969.

Machinery, except Electrical (35); and Electrical Machinery, Equipment, Supplies (36). Employment in the manufacture of non-electrical machinery (35) has dropped sharply from 3439 in 1960 to 2281 in 1969. Employment in the manufacture of construction, mining, and materials handling machinery (353) specifically has fluctuated around 1000 (1134 in 1960; 1011 in 1960; 1011 in 1969.) Meanwhile, employment in the production of electrical machinery (36) dropped substantially from 1264 in 1960 to 964 in 1969.

Instruments (38) and Miscellaneous Manufacturing (39). Employment in the manufacture of instruments and related products (38) is at approximately the same level now as in 1960 (339 in March 1969), despite a decline culminating in a low of 185 in 1968. Movement in the "miscellaneous" and "other" categories of manufacturing is not particularly significant as it is most probably due to code changes. However the trends are down.

Transportation, Communication, Electric, Gas, Sanitary Services (41-49). Most groups of the transportation industry have experienced steady rises in employment since 1950. The most significant rise within the industry has been in

the number of employees in communication (48); from 11,785 in 1960 to 16,556 in 1969. Employment in water transportation (44) has also risen substantially from 10,877 in 1950 to 14,952 in 1960 and 14,432 in 1969. The number of employees in air transportation (45) has more than doubled from 1321 in 1960 to 2726 in 1969, despite the fact that the San Francisco International Airport is outside the county lines. The movements in employment in other branches of the transportation industry have not varied widely, whereas employment in electric, gas and sanitary services (49) has risen from 4443 in 1960 to 5809 in March, 1969.

Wholesale and Retail Trade (50-59). The drop in wholesale and retail trade is in part due to code classification changes from "wholesale trade" to "manufacturing." Movement in subdivisions of the wholesale and retail trade industry are as follows: In wholesale trade the number of employees has declined from 45,732 in 1960 to 41,446 in 1969. Employment in retail general merchandise (53) has fallen slightly from 10,169 in 1960 to 9927 in 1969. In department stores (531), employment has also fallen slightly from 8236 in 1960 to 7921 in 1969. Employment in the trading of building materials and farm equipment (52), has dropped from 1535 in 1960 to 889 in 1969. Employment in eating and drinking places rose from 15,422 in 1960 to 18,699 in 1969. In food stores (54), employment fell from 6371 in 1960 to 5796 in March 1969. Apparel and accessory stores (56), employment has risen from 6741 in 1960 to 7353 in 1969. Automotive dealer employees (55) varied from 5306 in 1969. Employment in furniture and home furnishings (57) dropped from 3070 in 1960 to 2601 in 1969.

Finance, Insurance, and Real Estate (60-69). Employment has almost doubled from 36,436 in 1950 to 61,720 in 1969. A substantial rise occurred in the number of insurance carriers (63) and employees from 12,410 in 1960 to 20,702 in 1969. In banking (60) employment has also risen from 17,642 in 1960 to 19,268 in March 1969. A notable increase has also occurred in employment in the category of security, commodity brokers, and related services (62) from 3013 in 1960 to 6647 in March 1969. Credit agencies other than banks (61) have also done quite well, rising from 1942 employees in 1960 to 3511 in March 1969.

Services (70-89). The greatest contributors to the increase in economic opportunities in services have been

in medical and other health services (80) where employment rose from 10,844 in 1960 to 16,246 in 1969; in miscellaneous (89) with employment increases from 4,689 in 1960 to 8,528 in 1969. Other substantial contributors have been hotels, auto repair and garages, legal and educational services and in non-profit organizations.

State and Local Government (92-93). The increase in covered employment from 457 in 1960 to 778 in 1969 includes a small part of government employees in San Francisco. As of July 1969, there were a total of 93,200 civilian employees of federal, state and local governments.

Nonclassifiable Establishments (99). This is not a significant economic activity in terms of numbers of employees, workers per establishment, average wage per worker or wages and salaries.

Time and resources did not permit the exploitation of advanced systems techniques to compare, correlate and analyze the foregoing information fully within San Francisco, for each of the counties in the region and the region as a whole. The above data and other elements of this research project strongly suggest the need to treat San Francisco's industrial growth and social advancement within an overall Bay Area socio-economic strategy. This strategy would increase the self-sufficiency and growth of the regional economy; increase specialization at county and perhaps community levels; and research and develop a continually renewed economic base to offset changes and fluctuations in economic activity. Pending defense cutbacks and the migration of manufacturing to southern California, Nevada, elsewhere in the United States, the Far East and Mexico demand action to continuously develop the economic base of the region, and San Francisco as a part of that region.

Changes in industrial patterns are affected by a variety of influences other than economic. Government and education, for example, are critical elements. They can and do stifle or nurture economic growth. Research on this and related projects failed to reveal that enough people in decision-making roles, inside and outside government, understand the economic impact of their strategies and decisions.

The data collected in this survey can be processed to document the success potential of an existing or potential enterprise on a risk basis.

In summary, it seems that the most promising industries in San Francisco from the standpoint of number of employees are heavy construction, food processing, manufacturing of apparel for women in particular, printing and publishing, and communications. Other possibilities are water transportation and tourist related activity.

The general fields of finance and services have also been on a continuing upward trend. The subdivisions of these industries which have risen most sharply in employment are insurance carriers, banking, business and health services.

All these trends corroborate the predictions of various reports of the last few years on the subject of the economy of San Francisco and the surrounding region. The consensus has been that the industries which show most promise for growth in San Francisco are food processing, apparel, and printing and publishing. Some characteristics of these industries which make them not only economically promising but also particularly suited to San Francisco's many vacant industrial buildings are: (1) Their requirement of proximity to central locations, (2) their tendency toward medium to small establishments, (3) their generally intensive use of inexpensive space, (4) their use of a variety of skills and semi-skills, (5) the fact that they do not rely on new structures or structures adaptable to frequent changes in machinery and plant operation, (6) their compatibility with economies specializing in finance and services.

CHAPTER FOUR

VACANT INDUSTRIAL SPACE

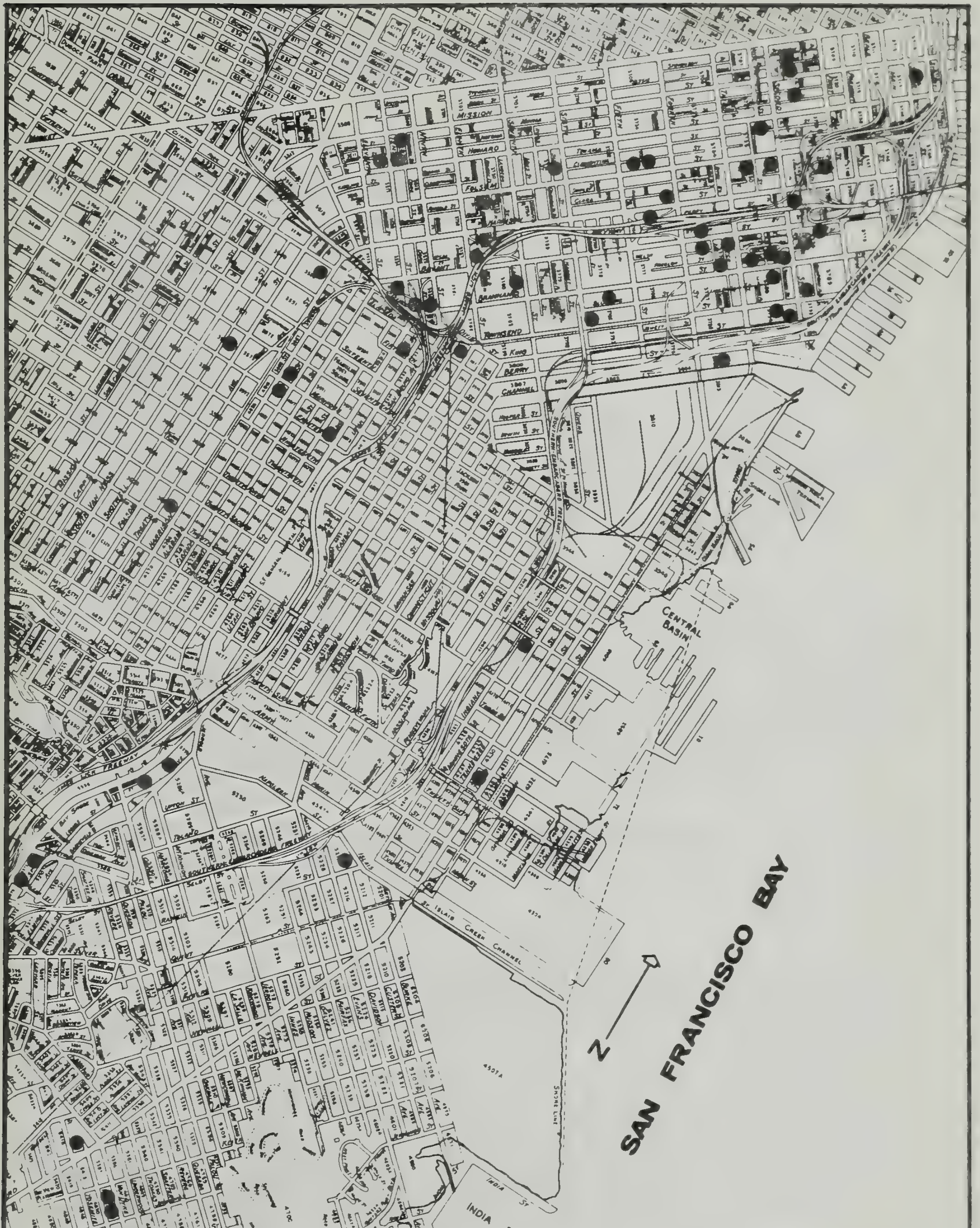
In order to determine the characteristics of vacant industrial space in San Francisco, and to provide an inventory from which buildings could be selected for detailed study (see Chapter Five), a survey of vacant or partially vacant industrial buildings was made.

A list of 164 addresses was compiled by utilizing the meter connection records of the public utilities and the files of industrial real estate brokers.

A building survey form was prepared to standardize the collection of data (see Appendices 1 and 2, pp. 56 and 58). Information on parcel description, ownership and assessed valuation was obtained from city records. Each structure was inspected in the field in order to determine its physical features, the condition of the structure, and pertinent aspects of the environment. Each building was photographed, and a sketch plot plan was drawn. Detailed information was recorded on the lot, floor area and layout, floor loading capacity, ceiling heights, bay area, prior use, parking, loading and rail facilities, elevators, and utilities.

The field inspection eliminated 21 addresses for one or more of the following reasons: no such address, no building on site, not suitable for industry, or in a redevelopment area.

An additional 79 buildings were found to be fully occupied, or that occupancy was imminent. The large number of buildings in this category may be attributed to two factors. First, the list of 164 addresses was deliberately made with the purpose of including all buildings that had any possibility of



LOCATIONS OF 64 BUILDINGS

being vacant. Secondly, there is an apparently high turnover in industrial space in San Francisco. Less than six months elapsed between the compilation of the list of buildings and the completion of the field survey.

The remaining 64 buildings are the subject of an analysis in this chapter. Nine buildings were selected from this group for detailed study. These 64 buildings are considered representative of vacant industrial space in San Francisco.

The survey found a wide variety of building types and sizes available in ideal industrial and commercial locations. All of the buildings were located in the east side of the city, south of Market Street. The vast majority of the buildings (41) were in the South of Market District. Seven were in the Mission District, seven in Central Basin-Islais Creek, and nine in the South Basin District. The buildings were characterized by level sites, valuable land, central location, good access to markets and transportation, and high investment potential.

The 64 structures contained 2,200,558 square feet of vacant space. There are no statistics available on the total amount of industrial space in San Francisco. However, it is estimated that this figure represents 6 to 8 per cent of the total supply. Thirty of the 64 buildings were partially occupied. This space was not counted.

The following paragraphs give an analysis of various aspects of the buildings.

Floor Area

The vacant space available in individual buildings ranged from 500 to 322,000 square feet. The average was 33,542 square feet.

Although 60.81 per cent of the buildings contained less than 20,000 feet of space, 9.37 per cent of the buildings contained over 100,000 square feet. Buildings from 20,000 to 100,000 square feet were 29.68 per cent of the total.

About one-half of the total space, or 1,064,481 square feet, was in the 6 buildings over 100,000 square feet. The 39 buildings of less than 20,000 feet accounted for 319,106 square feet. The 19 buildings between 20,000 and 100,000 feet contained 816,971 feet.

The following table shows the number of buildings by size categories:

Vacant Space (Sq. Ft.)	Number of Buildings	Total Area
Less than 10,000	26	143,551
10,000 - 19,999	13	175,555
20,000 - 29,999	7	161,550
30,000 - 39,999	3	101,950
40,000 - 49,999	2	78,310
50,000 - 59,999	2	106,000
60,000 - 69,999	2	124,161
70,000 - 79,999	0	-
80,000 - 89,999	3	245,000
90,000 - 99,999	0	-
Over 100,000	6	1,064,481
Totals	64	2,200,558

Stories

Single story buildings, including those with mezzanines, accounted for 23 of the total. Two story buildings, including those with mezzanines or basements, numbered 16. The remaining 25 buildings were over 3 stories. No building exceeded 6 stories. Ten of the buildings had usable basements.

Location of Vacant Space

In the 30 buildings that were partially occupied, the vacant space was generally located on the uppermost floor.

Age

It was not possible to determine the exact age of each building. However, estimates of age were made. It was found that the median was about 40 years. This is substantiated by the Chamber's 1968 Industrial Survey, which found that approximately half of the city's industrial buildings were constructed prior to 1930.

Condition

The buildings were rated by three categories of condition. Forty-nine buildings received overall ratings of good, 15 were rated fair, and none were rated poor. Eight factors were considered: outside walls, foundation, roof, floors, interior walls, ceilings, windows and stairs.

Access and Parking

General access to highway and rail facilities and to downtown was excellent by virtue of the location of all structures within established industrial districts.

Access to the building from the street was rated good for 58 buildings, fair for 5, and poor for one. This one building had access only from a narrow, dead end alley.

Internal access to shipping was rated good for 38 buildings, fair for 21, and poor for 5.

Truck loading spaces were provided in 59 buildings. The majority of these (41) had only 1 or 2 spaces. Four buildings had 10 or more spaces.

Rail siding spaces were available at 13 buildings. The number of spaces ranged from 1 to 38. The median was 4 or 5.

Automobile parking was provided at 19 of the 64 buildings. Forty-five buildings had no parking, 9 had less than 10 spaces, 9 had from 10 to 64 spaces, and the largest building had 280 spaces.

Zoning

The following table shows the number of buildings by zone:

Zone	Uses Permitted	No. of Buildings
M-2	Heavy industry	37
M-1	Light industry	17
C-M	Heavy commercial; wholesale storage	3
C-3-5	Heavy commercial; business services; wholesaling	4
C-3-0	Downtown offices and other commercial	3
		64

In general, zoning did not appear to be a limiting factor in the use of the buildings. Fifty-four of the buildings were located in the city's two industrial zoning districts. The remaining 10 buildings, in most cases, could be used for heavier uses than those specified in their zoning district by reason of the pre-existence of non-conforming uses.

Valuation and Taxes

The 64 buildings had a total 1969/70 assessed value of $5,513,535. They paid a total of $676,425 in taxes in 1969/70.

The year 1967/68 was the first tax year subsequent to the enactment of state legislation to standardize assessment practices. A comparison was made between assessments for that year and the 1969/70 year. The comparison is between 61 buildings, as 3 did not exist as separate parcels in 1967/68.

61 Buildings

	1967/68	1969/70
Assessed Value	$5,902,650	$5,447,185
Taxes	$ 524,242	$ 668,272
Rate	$8.80/100	$12.29/100

Eight buildings had a significant increase in assessed value, 15 showed a decrease, and 38 reflected no change. Increases were generally attributable to reassessment of improvements, rather than changes in land values. The total decrease in assessed value was $455,465 with an increase of $144,030 in taxes.

Former Uses and Employment

Information on former uses and employment was available for 59 buildings. The vast majority of the vacant space was formerly occupied by manufacturing, wholesale trade, and related classifications.

The number of employees is shown by S.I.C. Division in the following chart:

Former Employment

			Employees per Unit	
S.I.C. Division	Units	Employees	59 Bldgs.	City-wide
Contract Construction	2	193	96	21
Manufacturing	14	1685	120	34
Transportation	3	29	9	86
Wholesale Trade	35	1861	53	16
Services	5	70	14	12
Totals	59	3838		

Those buildings used for contract construction, manufacturing, and wholesale trade on the average employed far greater numbers per unit than did the same uses on a city-wide basis.

The total former employment of 3,838 for 59 buildings indicates that the potential employment in the 64 buildings is on the order of 4,000. With about 2.2 million square feet of space, this would average one employee for each 550 square feet.

Employees per Unit

S.I.C. Division	0-25	26-50	51-100	101-250	Over 250	Total
Contract Construction	1			1		2
Manufacturing	2	3	6	1	2	14
Transportation	3					3
Wholesale/Retail Trade	22	5	3	4	1	35
Services	5					5
Totals	33	8	9	6	3	59

The above figures correlate closely with the floor areas of the buildings.

Potential Uses

No attempt was made to arrive at an overall potential occupancy for all vacant industrial buildings. However, those Standard Industrial Classifications which show potential growth, as discussed in Chapter Three, reveal likely candidates for occupancy. These include selected light industries with growth potential, communications, transportation, retail trade, and financial industrial classifications and a broad spectrum of services (not included are the emerging and break-through business and industries which should also be considered). Within these classifications, those who serve and support the headquarters firms located in the city and those whose market for goods and services is largely local tend to adjust to the disadvantages of the city.

Industries that ship the major portion of their product out of the city would tend to move along the axis of their major shipments. Major market orientations in relation to transportation and the availability of human resources are major locational factors.

Further study of each vacant building and its functional potential in relation to the changing industrial

patterns could form a basis for determining potential occupancy in each case.

The following activities are generally recommended as possible uses for the vacant industrial space:

(1) Manufacturing/food and kindred products, canned, and frozen foods (203).
(2) Manufacturing/textile mill products - apparel and other finished products made from fabrics, women's outerwear (233).
(3) Manufacturing/commercial printing (275) and other printing and publishing.
(4) Manufacturing/petroleum and coal products (29).
(5) Manufacturing/fabricated metal products, cutlery (342).
(6) Communications (48).
(7) Water Transportation (44) related activity.
(8) Electric, Gas and Sanitary Service (49) related activity.
(9) Transportation by Air (45) related activity.
(10) Retail Trade (54) related activity.
(11) Banking (60), Insurance carrier (63) security, commodity brokers and service (62) related activity.
(12) Medical and other health services (80) related activity.
(13) Miscellaneous Services (89) and related activity.

Suggested Additional Research

Several additional developments of these data might be considered by agencies interested in economic conditions in the city and the region.

(1) Comparison between employment in each county in the region and total regional employment to determine the extent of geographical localization of industry.
(2) Comparisons between the region, the state, and the nation in respect to economic mix and further investigation of the export base role of industries relatively over-represented in the region compared with the nation and the potential for expansion of industries relatively under-represented in the region compared with the nation (i.e., location quotients relating to nested regions).
(3) Forecasting employment, wages and salaries, number of establishments, workers per establishment and number of establishments by S.I.C. Code and geographical location, by covered employment and total employment.

(4) Conversion of the employment-by-industry data to employment-by-occupation data and further refinement into "worker trait" and training time inventories using U.S. Department of Labor Bureau of Labor Statistics information and local sources.

(5) Estimation of the investment, both in plant and equipment and in "human capital" (i.e., education and training) required to sustain the indicated trends.

CHAPTER FIVE

SPECIFIC REHABILITATION PLANS

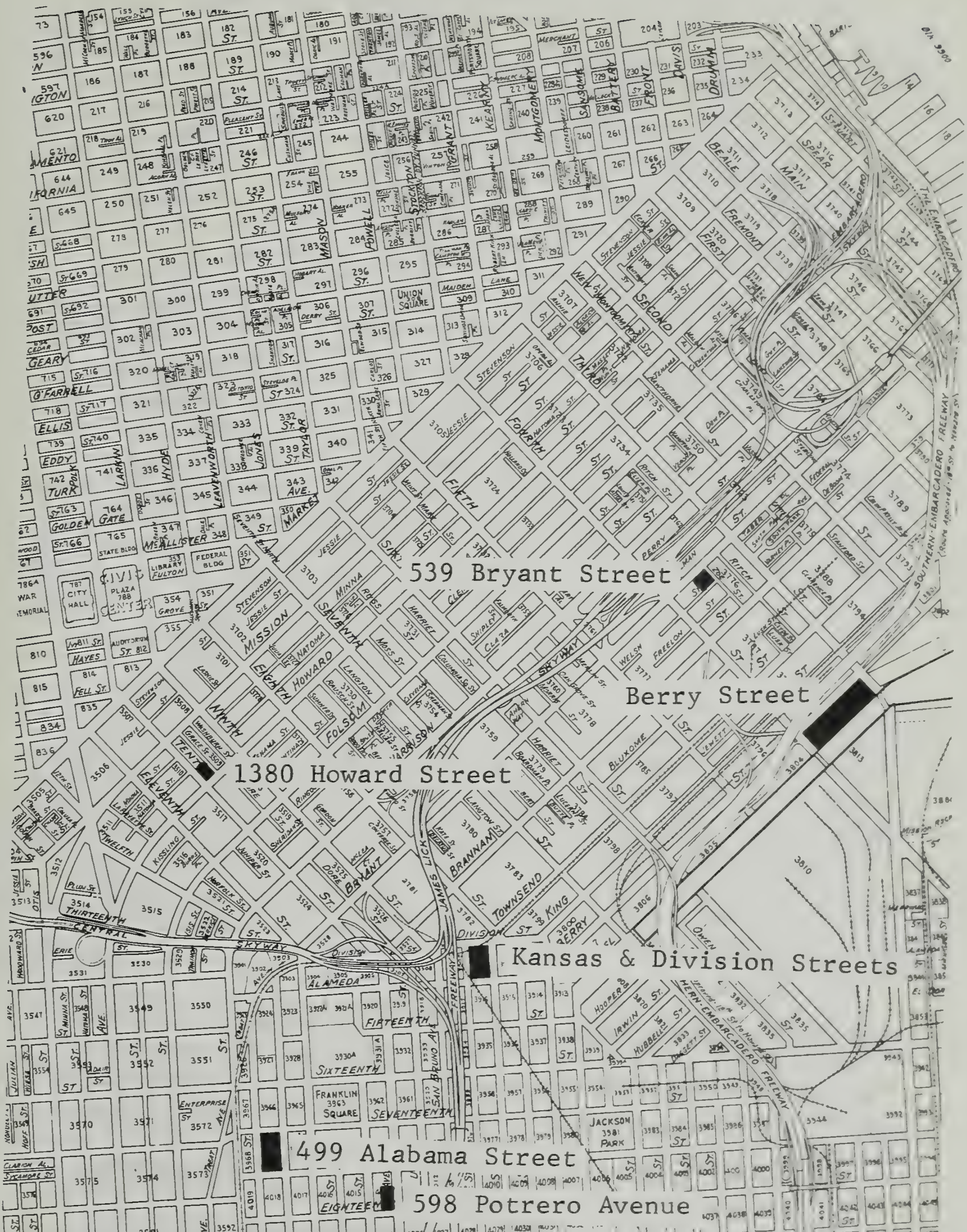
Nine buildings were selected for detailed architectural and engineering studies. From these, six were selected for specific rehabilitation proposals. These rehabilitation plans constitute Part 2 of this report. Rehabilitation plans were not prepared for the other three buildings due to an inability to demonstrate economic feasibility. One building was found to have continuing cracking and general deterioration due to differential settlement, leading to anticipated excessive maintenance costs. The second building had severe structural problems and an extremely poor layout, leading to excessive rehabilitation costs. The third building was found to have a total lack of conformance to current city codes, again leading to excessive rehabilitation costs.

Selection of Buildings

Selections were made by the Building Rehabilitation Committee. The buildings selected for detailed study include the largest vacant spaces. A more typical structure of 41,000 square feet was also included. Selection was also made on the basis of apparent potential.

Characteristics of Selected Buildings

The six buildings for which rehabilitation proposals were made contain 815,916 square feet of vacant space, or more than one-third of the vacant space inventoried. All are multi-story structures in good locations.



LOCATIONS OF 6 BUILDINGS PROPOSED FOR REHABILITATION

Six Buildings Proposed for Rehabilitation

Address	Vacant Area	Floors	Proposed Uses
Kansas & Division	322,266	4	Multiple industry
Fourth & Berry	172,000	6	Offices
499 Alabama	112,602	3	Heavy or light industry
539 Bryant	85,000	4	Warehousing/light industry
1380 Howard	82,925	4	Offices/retail
598 Potrero	41,123	3	Light industry/offices
Total	815,916		

Selection of Consultants

Seventy-five architectural and engineering firms were invited to submit proposals for the specific building studies. Twenty proposals representing 30 firms were received. Selection was made by the Building Rehabilitation Committee, with approval by the Economic Development Administration. The firms chosen were Wurster, Bernardi and Emmons, Inc., architects, in association with GFDS Engineers, both of San Francisco.

Proposed Uses

Although the buildings were selected on the basis of their potential reuse for industrial purposes, the detailed studies indicated that two of the buildings would best be used for offices, from an economic standpoint. The total area proposed for industrial uses is 550,991 square feet. The total for offices or other uses is 264,925 square feet.

Study of the building at 499 Alabama Street suggests its possible development as a vocational minority training school.

In the case of the architecturally distinctive building at Kansas and Division Streets, the surrounding blocks contain other buildings of equal merit, which offer the possibility of creating a neighborhood of unusual interest.

Cost Estimates

Cost estimates for the six buildings were prepared by Perini Corporation, Ira W. Coburn, Inc., Cahill Construction Co., Dinwiddie Construction Co., Barrett Construction Co., and Rothschild and Raffin, Inc.

Estimated Rehabilitation Costs

Building	Area to be Improved	Total Cost	Cost/Sq.Ft.
Kansas & Division	268,264	$1,515,000	$ 5.65
499 Alabama	125,102	$1,254,520	$10.00
539 Bryant	65,000	$ 618,147	$ 9.50
598 Potrero	41,123	$ 200,000	$ 4.85
Average for 4 industrial buildings			$ 7.50
Fourth & Berry	220,500	$2,753,210	$12.50
1380 Howard	66,045	505,600	$ 7.65
Average for 2 office buildings			$10.07

These estimated rehabilitation costs compare very favorably with the cost of similar new construction, which is estimated at $30 or $31 per square foot in the Bay Area.

Although a complete pro forma appraisal for each structure was beyond the scope of this study, an effort was made to estimate rental income and operating expense of the completed structures. The normal market rate of return on buildings of this type range from 8% to 12% depending on size, location, and degree of risk.

The income per square foot for a typical office building in this general area was estimated as follows:

Gross rent	$4.50
Less vacancy (5%)	.23
Effective gross	$4.27
Less operating expenses (35%)	1.50
Net	$2.77

Net income per square foot for a typical existing loft industrial building in the southern half of the city was estimated at $.60 per square foot per year.

Gross rent	$ .84
Less vacancy (7%)	.06
Effective gross	.78
Less operating expenses	.18
Net	$ .60

It is anticipated that the buildings proposed for industrial reuse will generate higher rents by virtue of their thorough renovation and the unique features that served as the basis for their selection.

Implementation

The Building Rehabilitation Committee and the Economic Development Department of the Chamber of Commerce will initiate and conduct a concerted action program to bring about the full use of the six buildings. In addition, the Chamber will continue to make available information on the other 58 buildings surveyed.

Copies of this report will be distributed to appropriate agencies, both public and private, and particularly to industrial real estate brokers. Individual reports on the six buildings have been bound separately in order to maximize their usefulness.

Businesses falling within the likely industrial classifications listed in Chapter Four will be solicited. The owners of the buildings will be encouraged to undertake the proposed rehabilitation work themselves.

APPENDIX 1

Greater San Francisco Chamber of Commerce
1969/70 Building Rehabilitation Study

BUILDING SURVEY FORM

(1) Address		
(2) Assessor's Block No.	Lot No(s).	
(3) Assessed Value: Land $	Bldg. $	
(4) Owner	Address	
(5) Agent	Phone	
(6) For rent at $	(7) For sale at $	(8) Zoning

Date	Time
Surveyor	
Not surveyed ☐ Reason:	
Survey guide	
Position Phone	

BUILDING

(9) Floor area sq.ft.	(10) No. of Floors
(11) No. of bldgs.	(12) Age yrs.
(13) Fireproof construction ☐ Yes ☐ No	

(14) Basement		Full		Usuable
		Partial		Unusuable
		None		Utilities only

(15) First Floor	Ceiling height ft.
	Loading lbs.
	Bay Area ft. x ft.
(16) Upper Floors	Ceiling height ft.
	Loading lbs.
	Bay Area ft. x ft.

	Good	Fair	Poor
(17) General exterior appearance			
(18) Appearance of adjacent structures			
(19) Access from street			
(20) General layout of building			
(21) Layout of associated buildings			
(22) Natural light			
(23) Egress (stairs & fire escapes			

LOT

(24) Size ft. x ft.
(25) Area sq.ft.
(26) Building coverage sq.ft.

PARKING

(27) Auto parking spaces
(28) Truck loading spaces
(29) Rail siding spaces

USE

(30) Vacant ☐ 100% or sq.ft.

(31) Months Vacant	(32) Location	
(33) Present Use(s)		(34) Previous Use(s)
	Industrial	
	Warehouse	
	Office	
	Retail Commercial	
	Other Commercial	

ELEVATORS

(35) No. of Passenger	(36) No. of Freight
(37) Size sq.ft.	(38) Capacity lbs

(39) Access to shipping ☐ Good ☐ Fair ☐ Poor

BUILDING SURVEY FORM - page two

C O N D I T I O N				
		Good	Fair	Poor
(40)Outside walls				
(41)Foundation				
(42)Roof				
(43) First Floor	Floor			
	Walls			
	Ceiling			
	Windows			
(44) Upper Floors	Floors			
	Walls			
	Ceilings			
	Windows			
	Stairs			

(45)Sketch of property layout

N

E

S E R V I C E S	
(46)Water sq.ft.	(47)Gas sq.ft.
(48)Electric ☐ AC ☐ DC	
(49)Voltage	(50)Current

	Good	Fair	Poor
(51)Wiring condition			
(52)Heating Type:			
(53)Lighting			
(54)Sewer			
(55)Toilet Facilities			

(56)Comments and evaluation

(57)Photograph of exterior
(3" x 4" Polaroid)

APPENDIX 2

Greater San Francisco Chamber of Commerce
1969/70 Building Rehabilitation Survey

INSTRUCTIONS FOR BUILDING SURVEY FORM

Enter date and time of survey and your name. If the building is not surveyed, check the box and indicate the reason. Enter the name, position and phone no. of any person who guides you through the building.

(1) Address of Property	Enter the address of the building.
(2) Assessor's Block and Lot Nos.	Leave blank. Information to be obtained from assessor.
(3) Assessed value	See above.
(4) Owner	See above.
(5) Agent	If possible, enter the name and phone number of the real estate agent.
(6) For rent	If the building is for rent, enter the price.
(7) For sale	If the building is for sale, enter the price.
(8) Zoning	Leave blank.
(9) Floor area	Enter the gross area, including the basement.
(10)No. of floors	No. of floors above grade.
(11)No. of buildings	Enter the total number of buildings on the property. A separate form will be filled out for each building
(12)Age	Enter the exact age or make an estimate and signify with a ± sign.
(13)Fireproof construction	Do not mark in field. Information will be obtained from Sanborn Maps.

(14)Basement	Check full, partial or none. If there is a basement, check whether it is usable or unusable for manufacturing or commercial purposes. If usable for utilities only, check that box.
(15)First floor	Write in approximate ceiling height. Where variable, write range and circle figure that applies the most. Write floor loading capacity if it can be obtained. Write in approximate spacing between supporting columns.
(16)Upper floors	Same as (15).
(17)General exterior appearance	Rate in terms of your overall impression, ignoring condition of paint, signs, and other easily corrected items.
(18)Appearance of adjacent structures	Consider the buildings on either side and perhaps across the street, not the neighborhood as a whole. The rating is relative to the subject building. "Good" means the adjacent buildings have a better appearance than the building being surveyed. "Fair" means the appearance is the same, and "Poor" means their appearance detracts from the building under study.
(19)Access from street	Rate in terms of how easy it is to get materials into and out of the building.
(20)General layout of building	Rate in terms of the ease and efficiency of laying out manufacturing operations. "Poor" or "Fair" would indicate varying degrees of any of the following

(20)-General layout continued-	conditions: ---expanse broken up by stairs, elevators, etc. ---bearing wall limiting expanses ---different levels of floors, ceilings ---irregularly shaped or long and narrow
(21)Layout of associated buildings	Complete if more than one building is on property. Refers to the interrelationship of all buildings. "Poor" means many connections by ramps, bridges, tunnels, etc.; different floor levels; numerous additions tacked on here and there. In general it indicates a poor flow of materials among buildings.
(22)Natural light	Rate the amount of daylight available to working areas through windows and skylights.
(23)Egress (stairs and fire escapes)	Rate in terms of the ease or difficulty with which workers could reach the exits. "Poor" would indicate only one exit per floor, open stairwells, fire escapes in bad condition.
(24)Size	Enter the greatest dimensions of the lot.
(25)Area	Enter the area of the lot in square feet.
(26)Building coverage	Enter the total square footage of the ground floor of all buildings on the lot.

(27)Auto parking	Enter the no. of spaces available on the lot or in the building.
(28)Truck loading	Enter the no. of spaces provided on the lot or in the building, not on the street.
(29)Rail siding	Enter the no. of rail cars that can be accomodated.
(30)Vacant	Check if 100% vancant, or write in the square footage vacant if the building is partially occupied.
(31)Months vacant	Enter the number of months the space has been vacant. If the building is partially occupied, write in the location of the vacant space, e.g. 3rd and 4th floors.
(32)Location	See (31).
(33)Present use(s)	If building is partially occupied, check the type of use.
(34)Previous use(s)	Check the most recent past use of the building.
(35)Passenger elevators	Enter number. Enter "0" if single story building.
(36)Freight elevators	Enter number. Enter "0" if single story building. Do not count dumbwaiters.
(38)Capacity	Write in capacity in pounds of largest freight elevator.

(39)Access to shipping	Rate in terms of distance and ease of moving goods between freight elevator(s) and receiving and shipping area. "Poor" means long distances, stairs or ramps in path, etc. "Good" means elevator next to shipping area, no obstructions.
(40)Outside walls	Rate in terms of obvious structural conditions. "Poor" means conditions requiring major repairs. "Fair" means could be used, but should be corrected. "Good" means no structural defects.
(41)Foundation	"Poor" means cracks, slipping, etc.
(42)Roof	"Poor" means sagging, large holes, etc. "Fair" means only minor repairs needed.
(43)First floor	Rate condition of floor. "Poor" means major faults, sagging, holes. "Fair" means minor damage. Wooden floors are only fair. Rate wall condition using definitions in (31). Rate ceilings. "Poor" means large cracks in plaster, exposed lathe, etc. "Fair" refers to occasional spot damage. "Poor" windows are broken, rotted out casements, missing. "Fair" windows means only a few panes missing or minor repairs required.
(44)Upper floors	Rate floors, walls, ceilings and windows using definitions in (34). Use conditions that are most prevalent. Rate condition of stairs. "Poor" means treads or rails unsafe.

(45)Sketch of property layout	Make a quick sketch of the lot and buildings, showing adjacent streets. For multi-building properties, show all building and shade the one to which the form applies.
(46)Water	Write in the size of the water main entering the building.
(47)Gas	Same as above.
(48)Electric	Check whether service is AC or DC.
(49)Electrical voltage	Enter the voltage available in the building.
(50)Electrical current	Enter the current capacity available in the building.
(51)Wiring condition	Check the general condition of wiring. "Good" means all conduit wiring with modern switch boxes and controls. "Fair" means some temporary wiring and older controls, and/or some repairs indicated. "Poor" means no evidence of rewiring in an old building, and/or obvious dangerour conditions.
(52)Heating type	Write in type (steam, hot water, hot air) and fuel (gas, oil, electric) and check condition. "Good" means building is entirely heated. "Poor" means there is no heat.
(53)Lighting	Check the general level of lighting prevalent in the building.

(54)Sewer	Determine, if possible, whether there are any significantly good or bad features about the sewer for industrial purposes. Mark "Fair" if nothing significant noted.
(55)Toilet facilities	Rate in general terms. "Poor" means plumbing in bad condition that requires replacement; a large building with only one or two toilets per floor; any building that does not have facilities on each floor. "Fair" means some repairs required.
(56)Comments and evaluation	Write any comments you have on the building, especially noting characteristics that are not covered by the form and fuller explanation on your grading where necessary.
(57)Photograph of exterior	Take a Polaroid picture of the best overall view of the exterior and affix it here.

10/69

GREATER SAN FRANCISCO CHAMBER OF COMMERCE

INVITATION FOR PROPOSALS FOR ARCHITECTURAL AND ENGINEERING STUDIES

1. Background and Purpose. The Greater San Francisco Chamber of Commerce, in cooperation with the Economic Development Administration, is conducting a Building Rehabilitation Study. The goal is to bring about the maximum use of presently vacant or partially vacant industrial and warehouse structures in the city for labor intensive, light industrial uses.

Phase I of the study has been completed. A field survey was made and data collected on approximately 150 buildings. This list has been reduced to nine buildings to be considered for more detailed study. Copies of Survey forms for these structures are enclosed.

Phase II, the subject of this invitation, will consist of an architectural and engineering analysis of the above mentioned nine buildings.

Phase III will be the preparation of cost estimates by contractors.

Phase IV, to be conducted by the Chamber, will be concerned with finding tenants for the buildings.

2. Eligible Firms. Any firm qualified in both architecture and engineering or an association of two firms. All firms must be members of the Chamber of Commerce.

3. Required Work. The attached Work Program outlines the basic studies and recommendations to be made on each structure. Additional work may be proposed if it can be demonstrated that it will increase the value of the study. Proposals to study less than nine buildings will be accepted, but first consideration will be given to those that include all nine. The proposals should clearly indicate the number of buildings to be studied.

4. Cost and Payments. The Cost of the project is fixed at $60,000. Payments will be made on the basis of 50% upon completion of one-half of the work (based on a definition to be agreed upon), 45% upon acceptance of the final report, and 5% upon completion of the required consultation on cost estimates (see Work Program).

5. Time Alloted. The work must be completed within 75 days, commencing on July 1, 1970, or within ten days thereafter.

6. Selection Procedure. The selection of the firm will be made by the Building Rehabilitation Committee of the Greater San Francisco Chamber of Commerce subject to the approval of the Economic Development Administration. Selection will be made on the basis of the qualifications and experience of the firm, the number of buildings to be studied, and the amount of work proposed to be accomplished in addition to that specified in the Work Program, if any.

7. Proposal Requirements. The proposal should be submitted in duplicate and contain the following information:

a. Name, address and telephone number of firm, or firms in the case of an association.
b. Resumes of the professionals to be in charge of the work.
c. General qualifications of the firm.
d. Pertinent experience.
e. The number of buildings proposed to be studied.
f. Work proposed in addition to the minimum requirements, if any.
g. Statement that the work will be completed within 75 days.

8. Submission. Proposals must be received no later than June 15, 1970. Mail to: Edward Lawson, Project Director
Greater San Francisco Chamber of Commerce
420 Montgomery Street - 8th Floor
San Francisco, CA 94104

Greater San Francisco Chamber of Commerce

Building Rehabilitation Study

WORK PROGRAM

This Work Program outlines the basic studies and recommendations to be made on each of the buildings to be studied.

The purpose of this work is to demonstrate to prospective tenants the scope of work required to bring the buildings up to code and to otherwise make them desirable places in which to locate, in terms of single and multiple occupancies.

For purposes of this study, it is assumed that all future occupancies will be classified as Group F occupancies of the San Francisco Building Code. City records indicate that all nine buildings have previously housed F occupancies.

Services required:

1. Make physical inspection, necessary tests (steel X-ray, etc.), analysis and report on each building to determine:

   a. Building code deficiencies
   b. Zoning restrictions
   c. Fire code deficiencies
   d. General structural condition
   e. Existing mechanical and electrical facilities
   f. Existing moisture-proofing condition: roofing, flashings, exterior openings, cracks, leaks, etc.

2. Furnish the following for each building on the basis of both single and multiple occupancy:

   a. Sketch site plan illustrating required site work, demolition, paving, etc.
   b. Sketch floor plans at approximate scale not smaller than 1/32 inch per foot indicating: structural system, vertical and horizontal circulation, ingress and egress, openings, power entry, mechanical rooms, etc. Floor plans are to identify pertinent existing elements and define required new construction.

c. Comprehensive outline specifications of necessary architectural, structural, mechanical and electrical measures to bring the building up to code and to make it usable. Form to be suitable for preparation of detailed cost estimates to be prepared by others.

d. Sketch perspective of proposed exterior treatment to be used for attracting potential tenants.

3. Prepare a final report on 8½" X 11" paper stock, with fold-out pages if required, and submit 250 copies.

4. Provide consultation up to a maximum of eight man-hours per building during the preparation of detailed cost estimates by general contractors.

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BUILDING REHABILITATION STUDY

GREATER SAN FRANCISCO
CHAMBER OF COMMERCE

PART 2; BUILDING STUDIES

CONSULTANTS FOR PART 2

Architects: WURSTER, BERNARDI and EMMONS, INC.

Civil and Structural Engineers: GFDS ENGINEERS

Mechanical and Electrical Engineers: O'KELLY and SCHOENLANK

Real Estate: COLDWELL BANKER and COMPANY

Contractors: BARRETT CONSTRUCTION COMPANY
CAHILL CONSTRUCTION COMPANY
IRA W. COBURN, INC.
DINWIDDIE CONSTRUCTION COMPANY
PERINI CORPORATION
ROTHSCHILD and RAFFIN, INC.

BUILDING REHABILITATION STUDY

GREATER SAN FRANCISCO
CHAMBER OF COMMERCE

499 ALABAMA ST.

499 ALABAMA STREET

DATA SHEET

Address: 499 Alabama Street
(Bounded by Alabama, Mariposa, Florida and Seventeenth Streets)

Legal Description: Assessors Block #3969, Lot #1

Building Type: Type I & Type III

Occupancy: F-1 (Manufacturing)

Number of Floors: Basically 3 story, with 2 story and 1 story sections

Area of Lot: 200 X 400 (80,000 sq. ft.)

Area of Building:
1st Floor: 48,946
2nd Floor: 37,136
3rd Floor: 26,520
112,602 Sq. Ft.

Zoning Classification: M-1

499 ALABAMA STREET

NEIGHBORHOOD ANALYSIS

Although there are a few old houses scattered throughout this neighborhood, the blocks surrounding 499 Alabama are mostly given over to industrial buildings built in the 20's and 30's, with their offices, truck yards, etc.

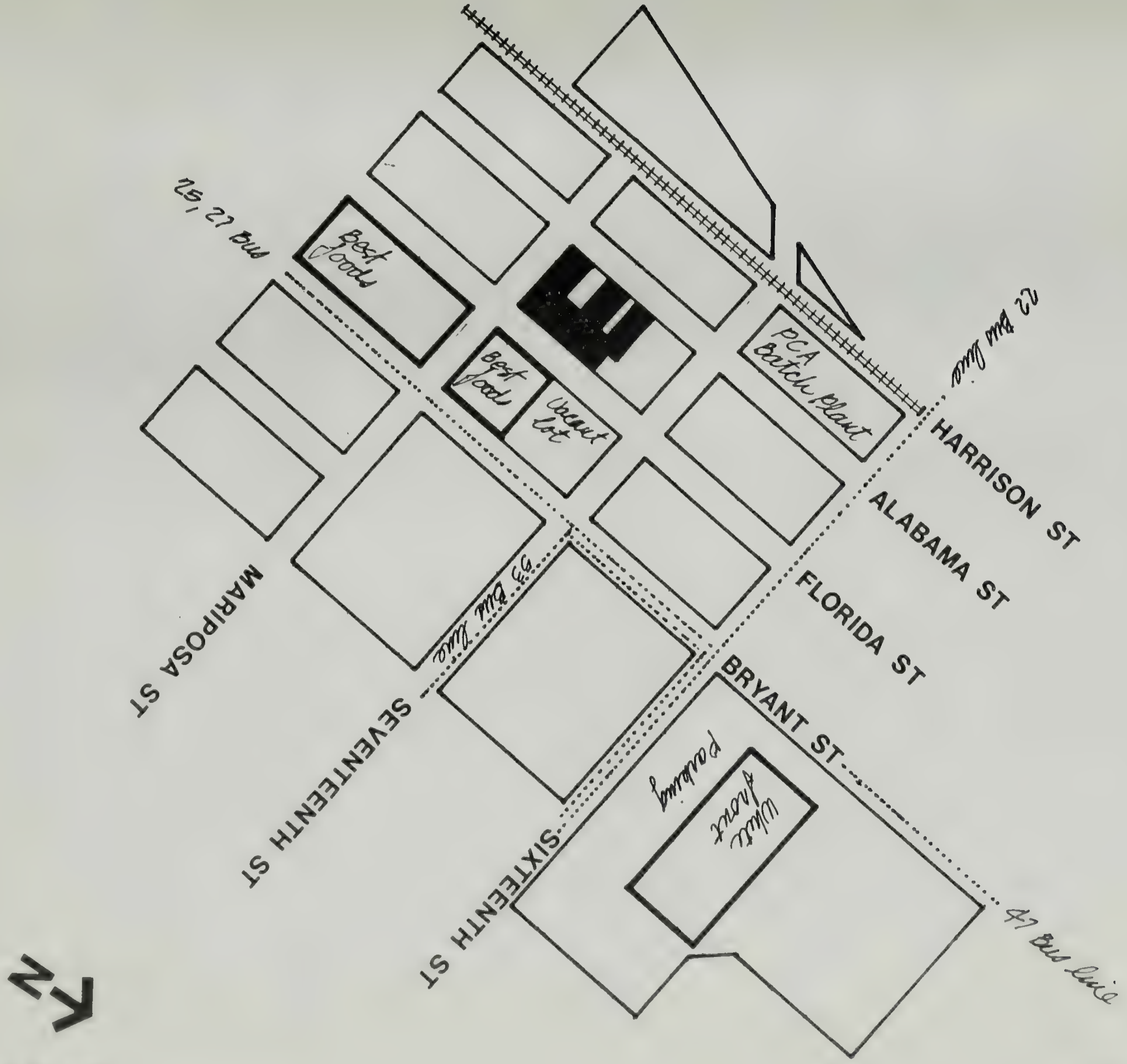
To the northeast there is a park (Franklin Square) and some retail uses, including a large White Front Store and Market. Other neighborhood use, however, is primarily industrial, including a concrete batch plant and a large food processing plant nearby.

Some of the streets in this neighborhood contain spur railroad tracks, most of which are used. The tracks in Harrison and Treat Streets are very active. The easiest freeway access is from the south, via the Army Street circle and Potrero Avenue. The closest ramp from the Bay Bridge is at Harrison and Eighth; or onto the bridge approach at Bryant and Fifth. Access to the southbound freeway is from Tenth and Bryant, 6 blocks from the site.

Street parking is presently adequate, but would be in short supply if all the property were fully utilized. The site presently can accomodate 61 cars.

Within a block of the site are several Municipal railway lines that connect with various parts of the City: Lines 22, 47 and 53 on 16th Street, and lines 25 and 27 on Bryant Street.

While some of the property surrounding 499 Alabama could be more intensively used, indications are that the neighborhood will continue to be predominately industrial, with the possibility of some new high density residential construction.



BUILDING REHABILITATION STUDY
GREATER SAN FRANCISCO
CHAMBER OF COMMERCE

499 ALABAMA STREET

NEIGHBORHOOD MAP
250 0 250 500 scale in feet
WURSTER, BERNARDI & EMMONS, INC.
ARCHITECTS

499 ALABAMA STREET

DESCRIPTION OF BUILDING

Architectural:

The 499 Alabama Street property consists of the entire block bounded by Alabama, Mariposa, Florida and Seventeenth Streets. It was constructed about 1927 as a plant for the manufacture of heavy machinery, and includes some offices, drafting rooms, etc.

The building consists of two three story wings, (North and South wings) each having 9,800 square feet on each floor. These are connected by a two story wing, (East wing) which has 15,000 square feet on each floor. The upper floor of this space is a clear span space 250 feet long, and 30 feet high. There are tall windows on three sides, and a large travelling crane riding the full length of the space. The third floor of the North and South wings overlooks this space.

In addition, there is a one story unit of 8,400 square feet, about twenty feet high, North of the North wing, and connecting to it by a covered loading dock.

Entrances:

The only pedestrian entrance is an unobstrusive door at the west end of the South wing. There are loading doors along Florida Street into the big space, and also at the north end of the big space. There is also a loading dock fronting on Alabama Street.

Fenestration:

All exterior walls contain large areas of glass, set in steel sash.

Stairs:

There are four enclosed stairways, one of which extends to the roof, only one of which connects directly to the outside.

Elevators:

There is a large freight elevator and a dumbwaiter in the space between the North and South wings.

499 ALABAMA STREET

Interior:

The South wing contains some finished office space on the ground floor and third floor. The balance of the space in the building has been used for heavy manufacturing, with oil saturated wood block surfacing covering the concrete floor in this area.

Exterior:

The exterior of the building consists of steel sash, brick and concrete, and is very attractive and well maintained.

Site:

There is a large fenced yard area to the north of the building, and a courtyard between the two wings which has been used for parking. There is no landscaping. The yard and courtyard can accomodate 61 cars.

499 ALABAMA STREET

STRUCTURAL

1. The two three story wings have reinforced concrete flat slab floors and roof, concrete columns and concrete exterior wall piers with brick veneer. Window walls below sills are unreinforced 9" brick with reinforced concrete caps.

2. The two story wing (erecting shop in the original use) is a reinforced concrete structure up to the 2nd floor, has steel columns embedded in brick wall piers extending to the roof, and are connected by reinforced concrete spandrels. The roof consists of steel trusses, purlins and gypsum concrete deck.

3. The one story wing (originally forge shop) had been built in several increments in 1924, 1929 and 1937. It has unreinforced brick wall piers and reinforced concrete spandrels. The roof structure consists of concrete slab over steel beams and girders.

The ground floors are concrete slab-on-grade, and the foundations are shallow spread footings. The suspended floors have a rated capacity of 200 psf live load, except the floor of the erecting shop, which is rated at 400 psf on the original construction drawings.

We observed no structural distress in any part of the building.

499 ALABAMA STREET

EXISTING MECHANICAL & ELECTRICAL SYSTEMS

Heating System:

The existing heating system is forced hot water and serves entire building using wall mounted cast iron radiation and black steel pipe. Radiation is double thickness for high bay with the exposed piping loops at 1st floor ceiling for 1st and 2nd floors, and at 3rd floor ceiling for 3rd floor.

Automatic control is limited to water temperature control at the boiler room. There is presently one old steam boiler converted for gas firing and operating at 15 psi. Steam is piped to hot water converter and pumped through heating system. System does not appear to have been operated for some time and there is evidence of internal corrosion. If any major building remodeling work is undertaken it does not seem economically feasible to renovate the existing heating system in total or in part.

Existing Plumbing System:

Plumbing fixtures are in generally poor condition except for third floor office toilets in South wing, and Bradley wash fountains in South wing on 1st floor. Cast iron soil and waste pipe and roof drainage systems should be satisfactory. Hot water is supplied by small gas fired storage type water heaters which should be replaced. There is a partial sprinkler system for portions of the North wing which can be either retained, if needed for local hazards, or removed. Gas and water services should be adequate.

Existing Electrical System:

Electrical service is 3-phase, 480 volt, and main service to existing transformer room is adequate and can be retained. Existing lighting is inadequate for remodeling work, except on 2nd floor where high bay mercury lighting could be retained depending on occupancy.

499 ALABAMA STREET

CODE ANALYSIS

Building Code and Planning Code requirements vary according to the type of building and its occupancy. In the present case, the building type is known. The following code requirements for this building type are plotted against possible occupancies, and against the existing conditions.

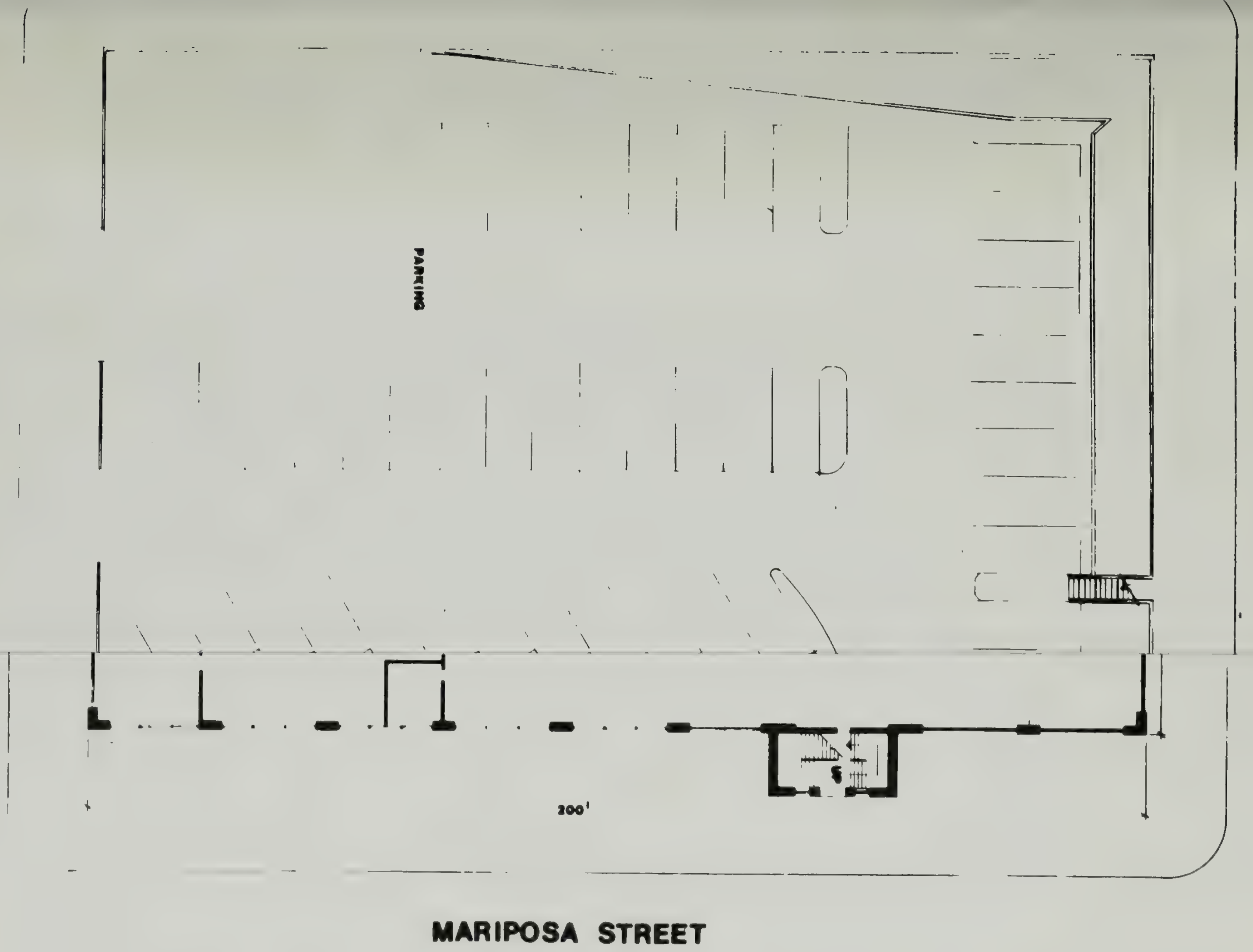
It must be noted that the code requirements can only be invoked against an existing building when a change in occupancy or major structural alteration is contemplated. If the use changes, but within the same occupancy division (i.e., within F-1, from warehouse to light manufacturing) the building must be made to conform to those code provisions which are affected by the increase in occupant load (stairs, exits, toilets, etc.)

If the occupancy changes from one division to another, such as from F-1 to F-2 (light manufacturing to office building) then substantial conformance to the code provisions would be enforced, including structural provisions.

The area and height limitations as found in the zoning code would be applicable in this analysis if major additions to either the area or the height were to be a consideration. However, since this would be out of the scope of this report, the area and height considerations in the analysis are only within context of the Building Code.

499 ALABAMA STREET

Building Type: I & III	F-1 Occupancy Allowable or Required	F-2 Occupancy Allowable or Required	Actual
1. Height of Building	No Limit	No Limit	3 Stories
2. Area of Building	No Limit	No Limit	112,602 Sq.Ft.
3. Legal Exits from Each Floor	3	3	3
4. Legal Exits from Building	3	3	1
5. Smokeproof Tower	Not Req'd	Not Req'd	None Provided
6. Light & Ventilation	3,720 sq.ft. windows per floor	3,720 sq.ft. windows per floor	7,000 (±) sq.ft. per floor
7. Sanitation	9 w.c. 4 urinals 5 lavs	9 w.c. 4 urinals 5 lavs	23 w.c. 12 urinals 17 lavs
8. Off-street Parking	84	224 (offices)	61
9. Off-street Loading	3	3	3



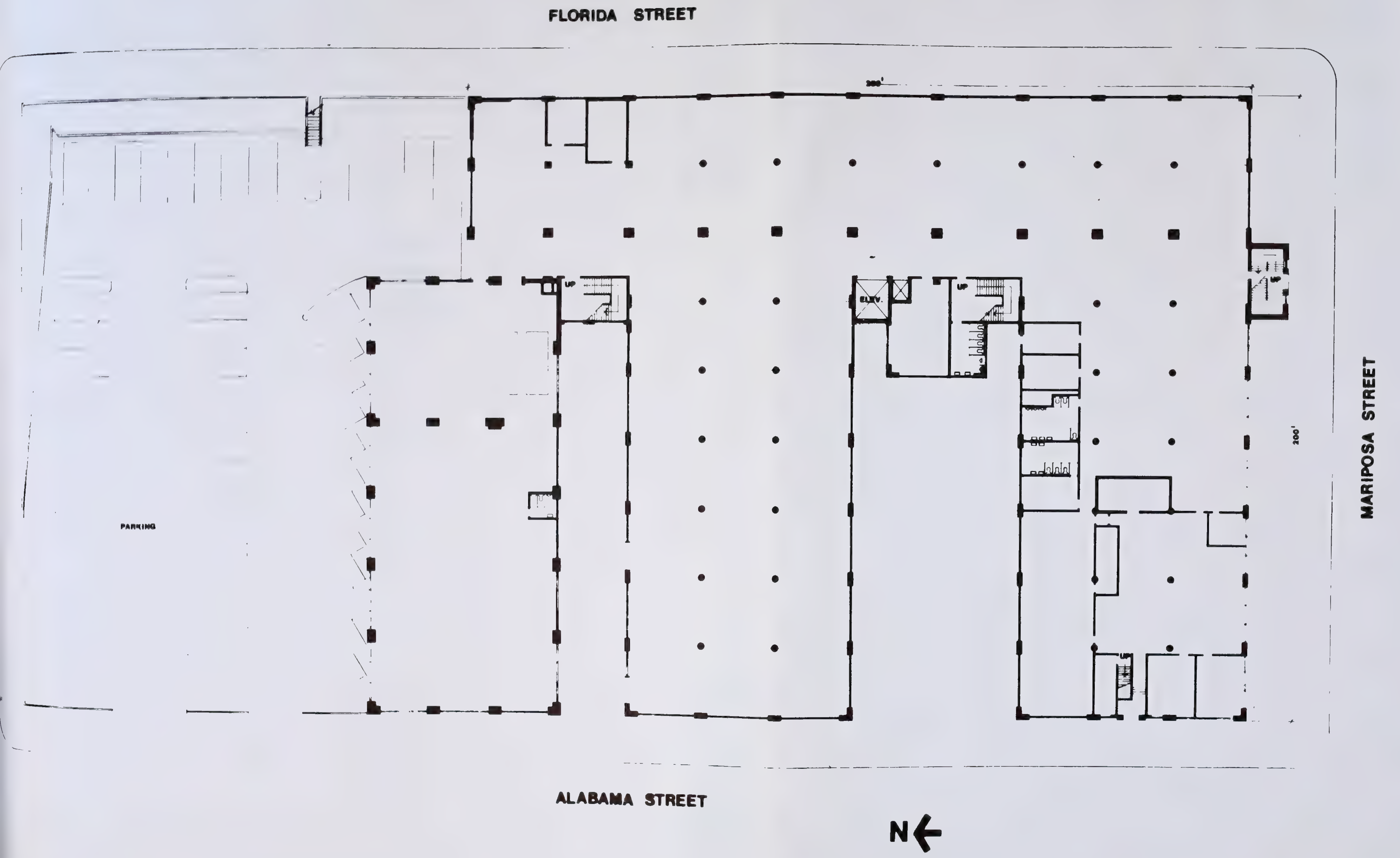
BUILDING REHABILITATION STUDY
GREATER SAN FRANCISCO
CHAMBER OF COMMERCE

499 ALABAMA STREET- FIRST FLOOR

EXISTING FLOOR PLANS

5 0 5 10 20 30 40 50 scale in feet

WURSTER, BERNARDI & EMMONS, INC.
ARCHITECTS

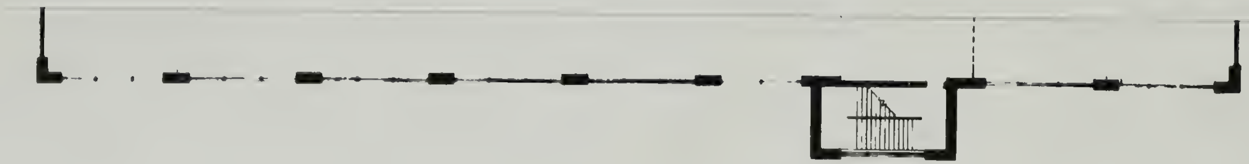


499 ALABAMA STREET- FIRST FLOOR

EXISTING FLOOR PLANS

5 0 5 10 20 30 40 50 scale in feet

WURSTER, BERNARDI & EMMONS, INC.
ARCHITECTS



BUILDING REHABILITATION STUDY
GREATER SAN FRANCISCO
CHAMBER OF COMMERCE

499 ALABAMA STREET - SECOND FLOOR

EXISTING FLOOR PLANS
5 0 5 10 20 30 40 50 scale in feet
WURSTER, BERNARDI & EMMONS, INC.
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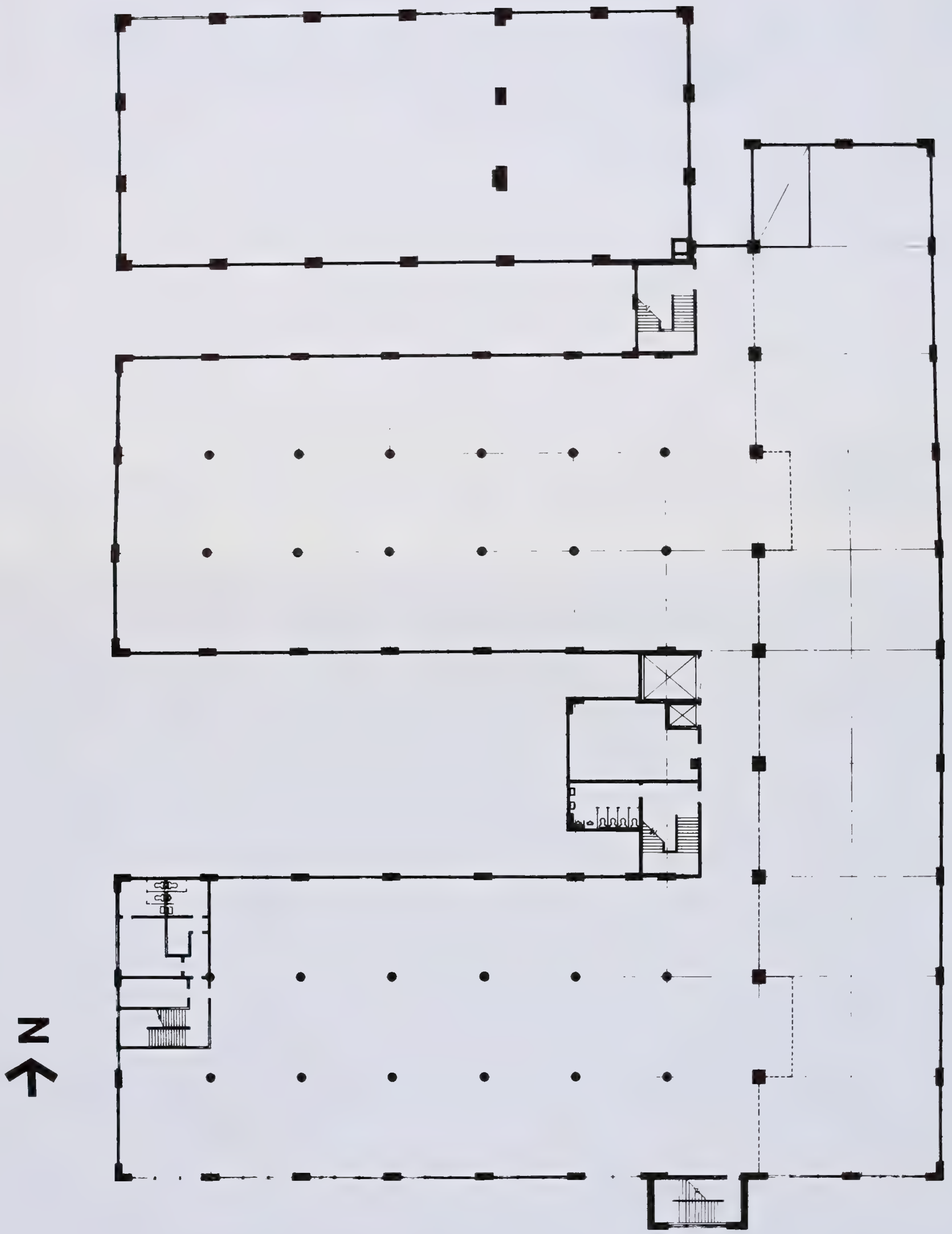

BUILDING REHABILITATION STUDY
GREATER SAN FRANCISCO
CHAMBER OF COMMERCE

499 ALABAMA STREET - SECOND FLOOR

EXISTING FLOOR PLANS
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WURSTER, BERNARDI & EMMONS, INC.
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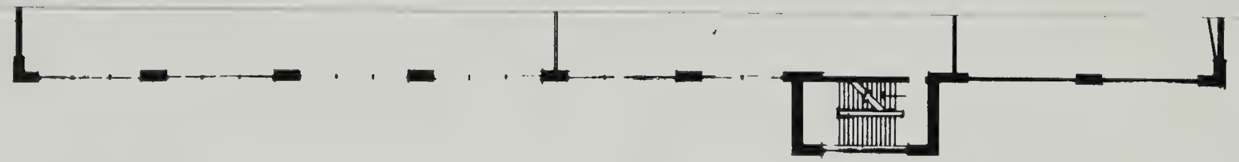
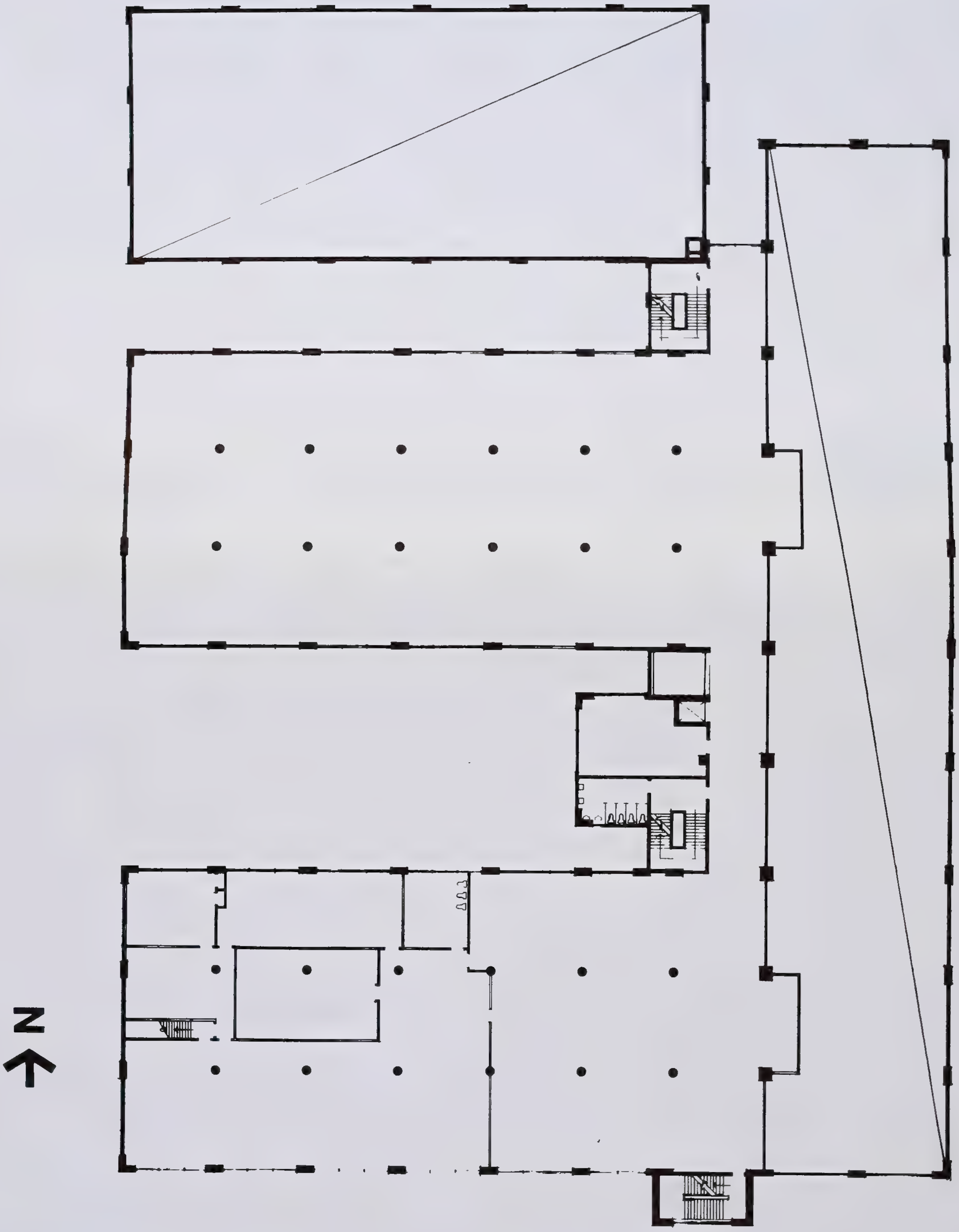


BUILDING REHABILITATION STUDY
GREATER SAN FRANCISCO
CHAMBER OF COMMERCE

499 ALABAMA STREET - THIRD FLOOR

EXISTING FLOOR PLANS
5 0 5 10 20 30 40 50 scale in feet
WURSTER, BERNARDI & EMMONS, INC.
ARCHITECTS



BUILDING REHABILITATION STUDY
GREATER SAN FRANCISCO
CHAMBER OF COMMERCE

499 ALABAMA STREET- THIRD FLOOR

EXISTING FLOOR PLANS
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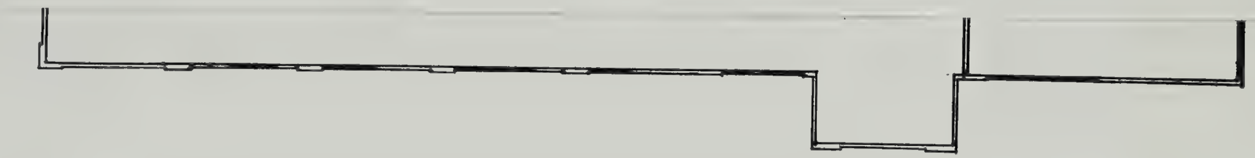

BUILDING REHABILITATION STUDY

GREATER SAN FRANCISCO
CHAMBER OF COMMERCE

499 ALABAMA STREET - ROOF PLAN

EXISTING FLOOR PLANS

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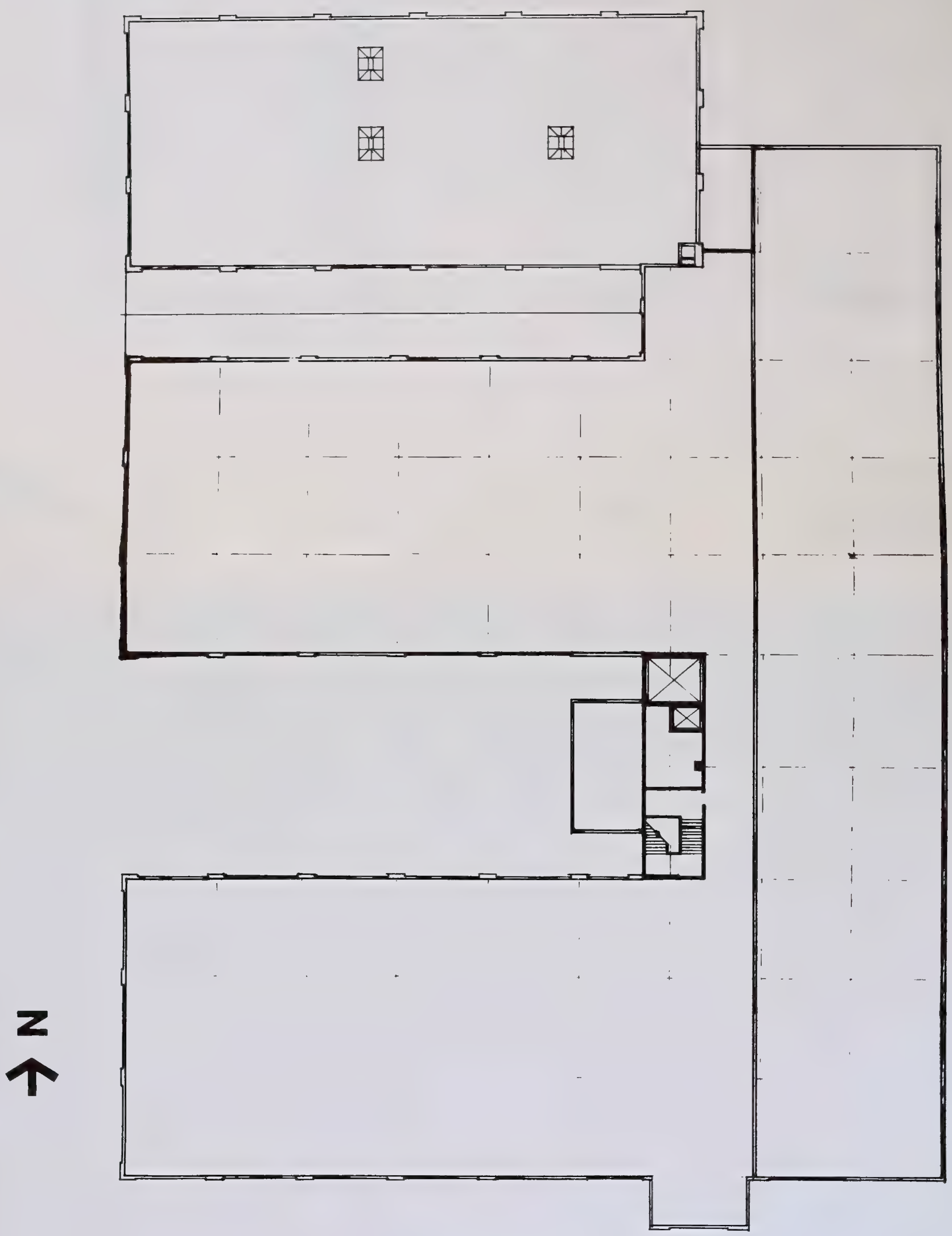
ARCHITECTS



BUILDING REHABILITATION STUDY

GREATER SAN FRANCISCO
CHAMBER OF COMMERCE

499 ALABAMA STREET - ROOF PLAN

EXISTING FLOOR PLANS

5 0 5 10 20 30 40 50 scale in feet

WURSTER, BERNARDI & EMMONS, INC.
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BUILDING SECTIONS

5 0 5 10 scale in feet

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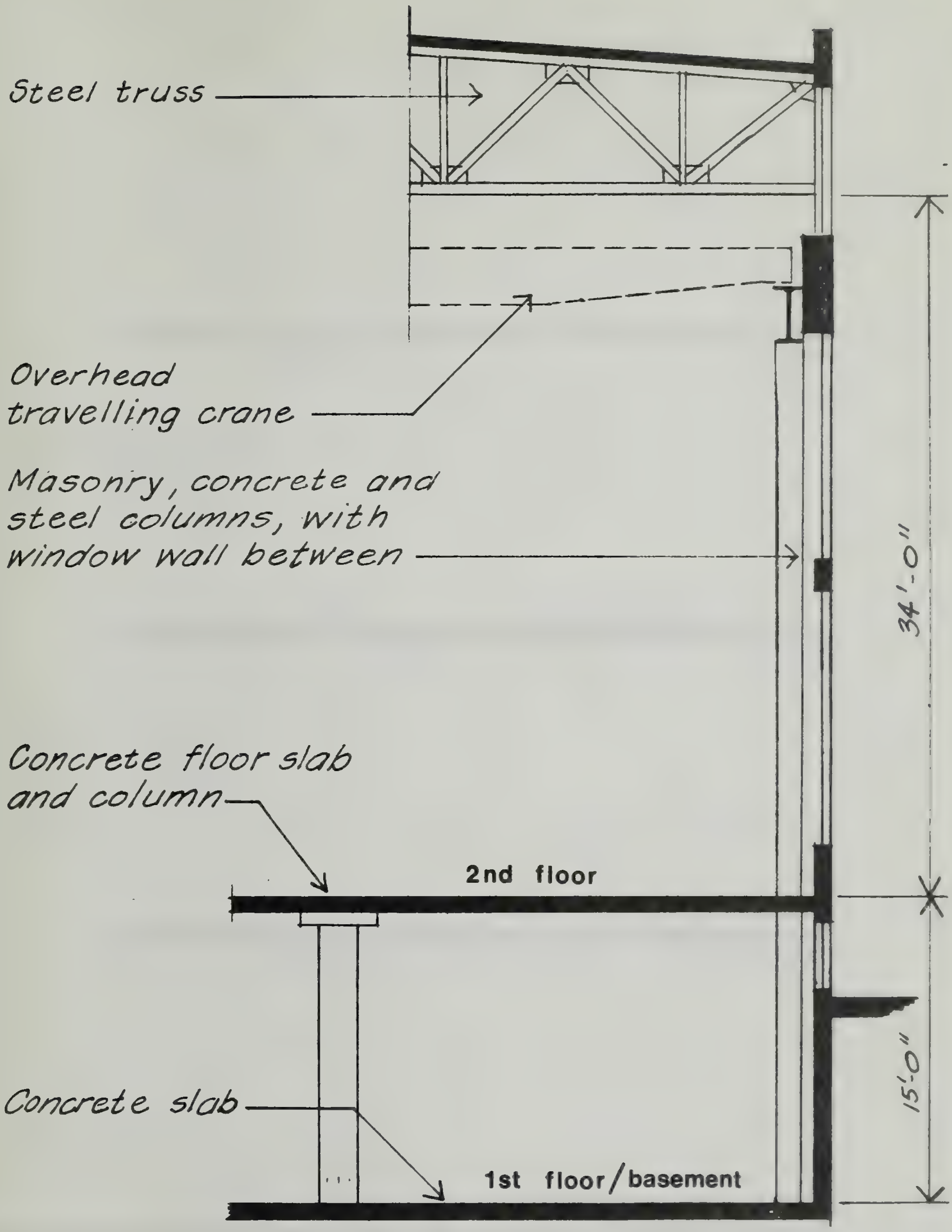
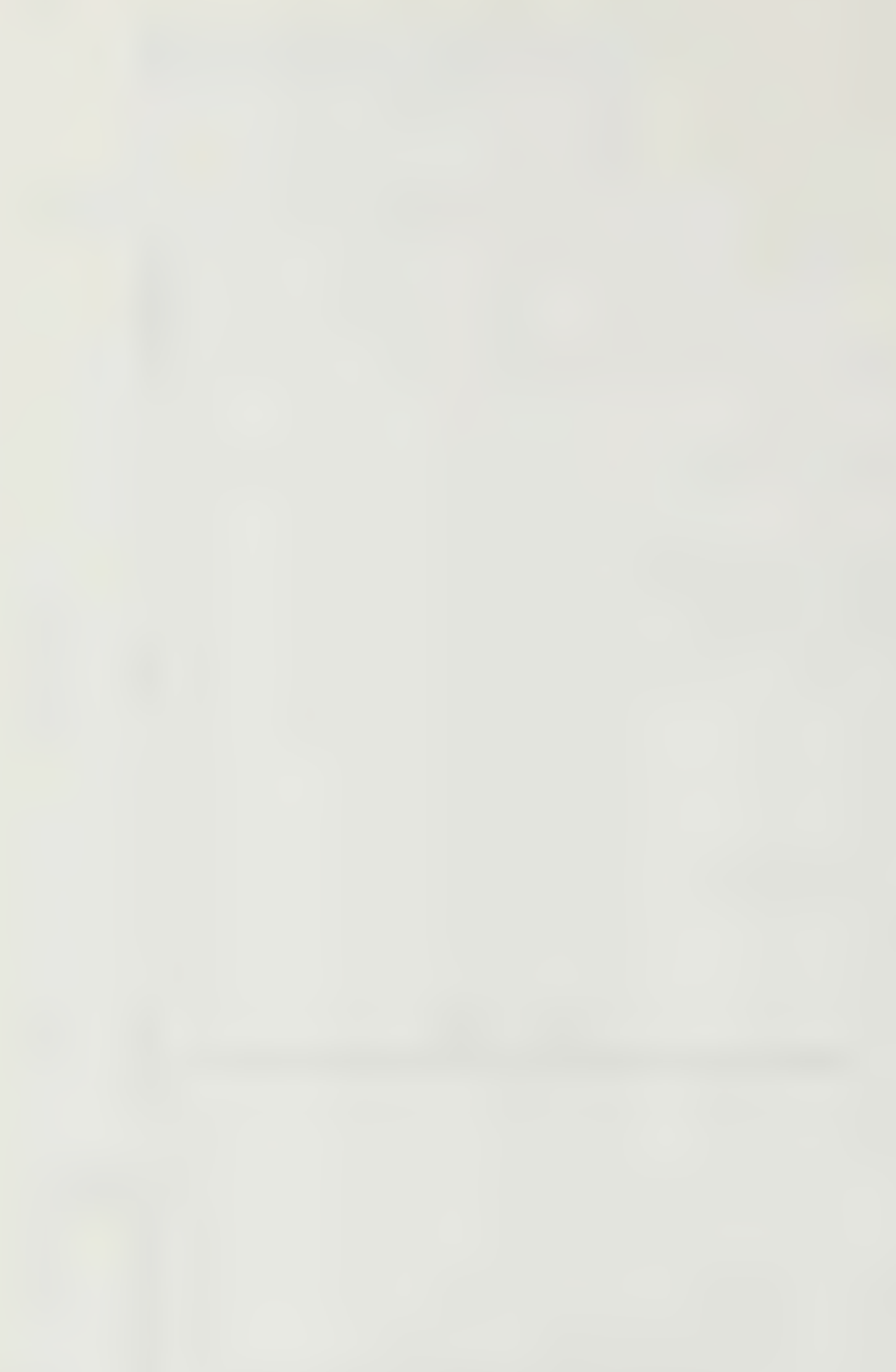
499 ALABAMA STREET


Steel truss
Overhead travelling crane
Masonry, concrete and steel columns, with window wall between
34'-0"
Concrete floor slab and column
2nd floor
15'-0"
Concrete slab
1st floor/basement

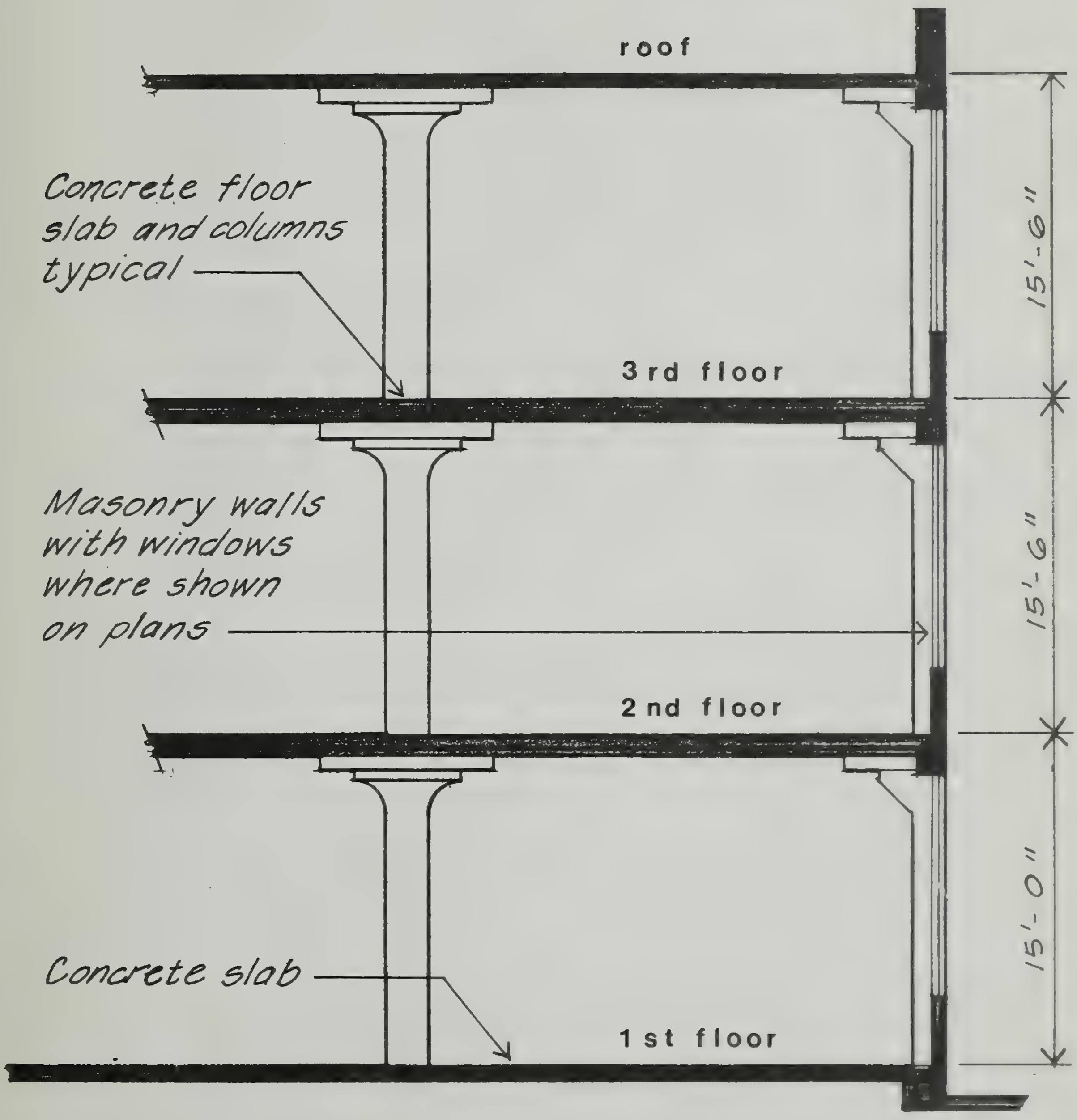


BUILDING SECTIONS

5 0 5 10 scale in feet

WURSTER, BERNARDI & EMMONS, INC.
ARCHITECTS

499 ALABAMA STREET


roof
Concrete floor slab and columns typical
15'-6"
3rd floor
Masonry walls with windows where shown on plans
15'-6"
2nd floor
15'-0"
Concrete slab
1st floor

499 ALABAMA STREET

RECOMMENDATIONS

The spaces in the building suggest that the best use for the building is industrial, either heavy industrial such as has been in the building, or lighter industrial, even including garment manufacturing. The building could also be converted into a computer center.

Another use which the building suggests is development as a vocational minority training school. Since this would be a major change of occupancy, certain code and zoning requirements would have to be investigated very thoroughly. However, it is felt that with some few alterations, this building complex could lend itself very well to such a use.

Necessary Alterations:

1. Mechanical System: For any use, it would be necessary to replace the obsolete boiler system with a more modern heating and ventilating system.

2. Plumbing: All obsolete fixtures should be replaced.

Suggested Improvements:

If the building were to be leased by a single manufacturing tenant, no additional alterations would be required, with the possible exception of moving partitions.

The building could be developed for multiple tenancies with the following additions:

1. Main entrance and lobby

2. Passenger elevator

3. Circulation corridor connecting all wings, stairs, and freight elevator

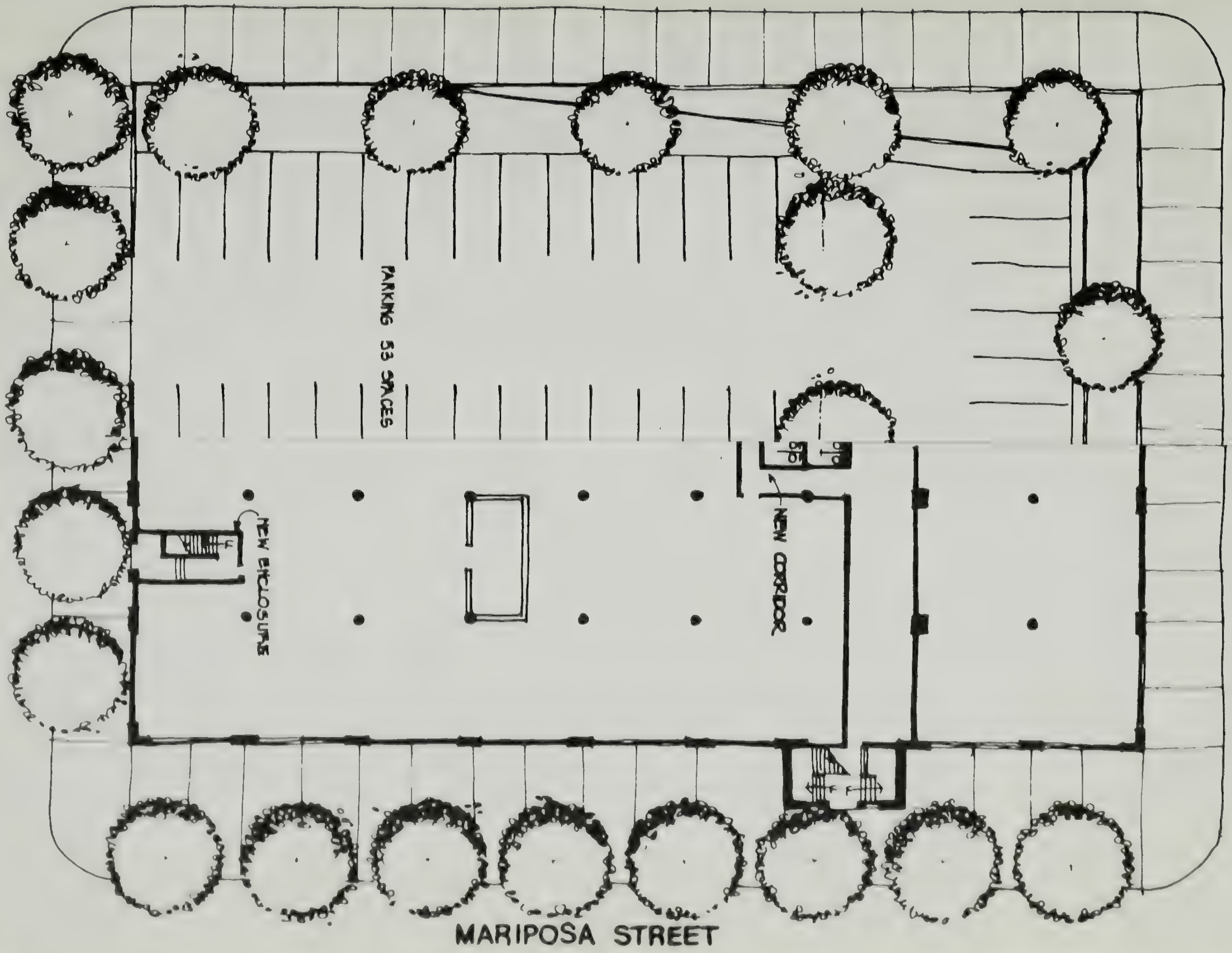
4. Additional floor in East wing (12,500 Sq. Ft.)

5. Landscaping

6. Off-street truck loading facilities to serve first and second floors directly

499 ALABAMA STREET

Since this is not a change in occupancy, additional parking is not required. If it is felt to be a desirable feature, a parking structure could be erected which would increase the parking capacity by 50% - 60%.



499 ALABAMA STREET-FIRST FLOOR

PROPOSED FLOOR PLANS

5 0 5 10 20 30 40 50 scale in feet

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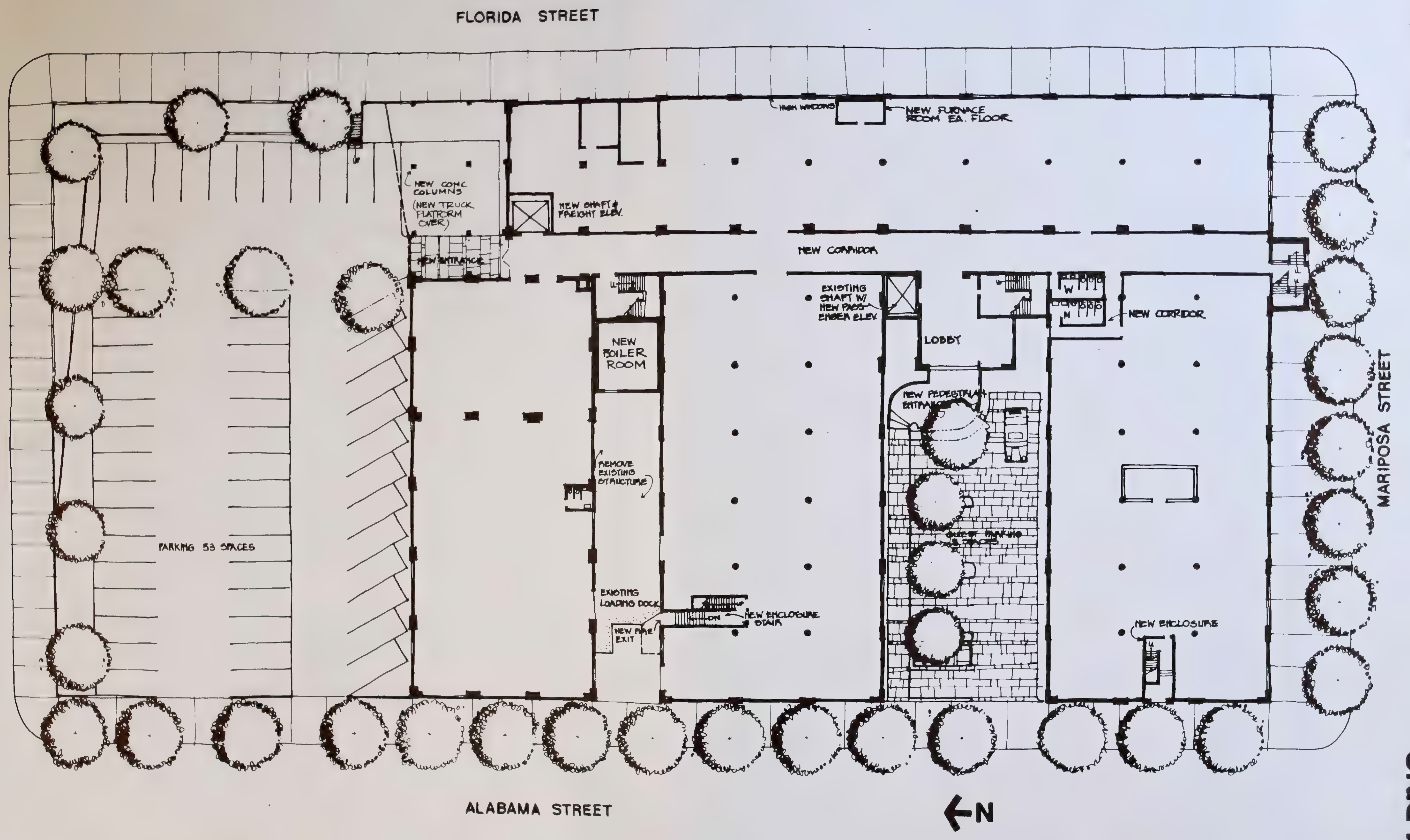
ARCHITECTS



PROPOSED FLOOR PLANS

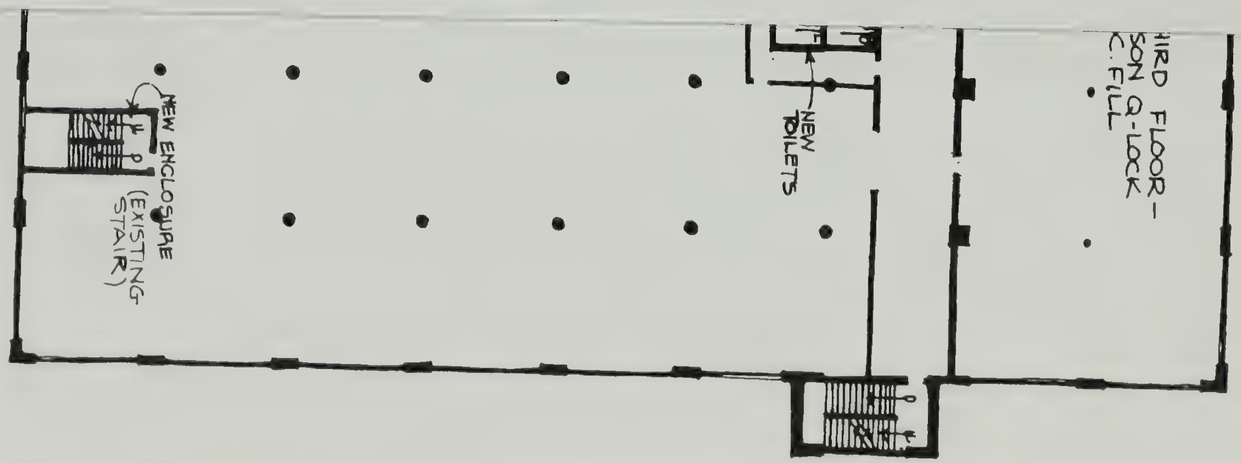
5 0 5 10 20 30 40 50 scale in feet

WURSTER, BERNARDI & EMMONS, INC.
ARCHITECTS

499 ALABAMA STREET-FIRST FLOOR

BUILDING REHABILITATION STUDY

GREATER SAN FRANCISCO CHAMBER OF COMMERCE

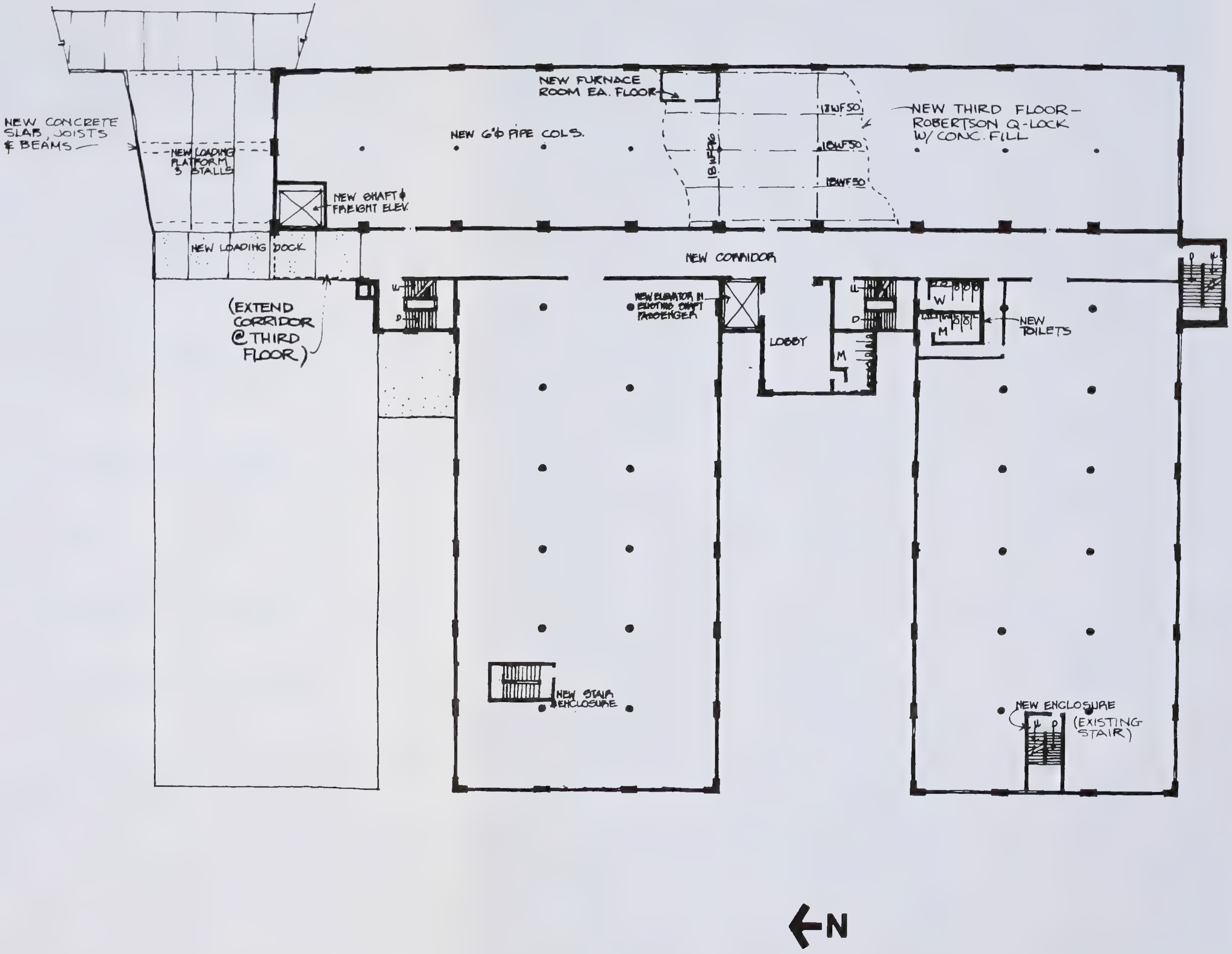


499 ALABAMA STREET- SECOND FLOOR

PROPOSED FLOOR PLANS

5 0 5 10 20 30 40 50 scale in feet

WURSTER, BERNARDI & EMMONS, INC.
ARCHITECTS


NEW CONCRETE SLAB, JOISTS & BEAMS
NEW LOADING PLATFORM 3 STALLS
NEW LOADING DOCK
(EXTEND CORRIDOR @ THIRD FLOOR)
NEW SHAFT & FREIGHT ELEV.
NEW 6"⌀ PIPE COLS.
NEW FURNACE ROOM EA. FLOOR
18WF50
18WF50
18WF50
18WF50
NEW THIRD FLOOR – ROBERTSON Q-LOCK W/ CONC. FILL
NEW CORRIDOR
NEW ELEVATOR IN EXISTING SHAFT PASSENGER
LOBBY
U
D
M
W
M
NEW TOILETS
NEW STAIR ENCLOSURE
NEW ENCLOSURE
(EXISTING STAIR)
N

PROPOSED FLOOR PLANS

5 0 5 10 20 30 40 50 scale in feet

WURSTER, BERNARDI & EMMONS, INC. ARCHITECTS

499 ALABAMA STREET – SECOND FLOOR

BUILDING REHABILITATION STUDY
GREATER SAN FRANCISCO CHAMBER OF COMMERCE

499 ALABAMA STREET

OUTLINE SPECIFICATION

Purpose:

The purpose of this outline is to define in as much detail as possible, the scope of work and to establish standards where possible, for the work recommended within the body of this report.

I. SITE WORK

A. Repave south court (new main entrance) in stone.

B. Paint parking stripes to indicate stalls in north parking area and provide curbs in the south court.

C. Landscape paving at new entrance area.

D. Plant City approved trees along sidewalk and within parking areas and landscape trees as shown on drawings.

II. BUILDING SHELL

A. Construction as required at openings in slabs for new stairs and for new freight elevator as shown on drawings.

B. Demolish 1 story shed at existing truck dock off Alabama Street.

C. Construct new mezzanine level in high - bay space even with the third level using a fireproofed steel support structure, and concrete floor slab on metal decking.

D. Construct of reinforced concrete a new truck loading dock north of high - bay structure as shown on drawings.

E. Structural: There is no structural condition requiring immediate attention with the possible exception of the brick chimney at the north side, which could be an earthquake hazard. It should be removed or banded near the top and braced to the roof slab by at least two diagonal steel braces.

In order to meet minimum lateral load resistance requirements by Code (Riley Act) the following improvements should be made:

1. Install steel rod or angle cross bracing in at least two bays of the clerestory window at the west side of the "erecting shop."

2. Provide steel angle bottom-chord crossbracing for the erecting shop roof-trusses in the second bay from the North, similar to existing bracing in the adjacent bay.

3. In connection with the new 3rd floor in the erecting shop additional crossbracing would be required in at least two bays of the east wall (similar to existing) below the third floor.

4. In one bay of the west wall of the forge shop (one story wing) install steel rod or angle crossbracing or construct a new shearwall of 6" reinforced concrete or 8" (min.) reinforced masonry.

5. Install new "kneebraces" as shown at all wall piers at the north, south and west walls of the forge shop.

F. Walls:

1. Vestibule enclosure walls of gypsum board each side of metal studs (1-hour) are to be built at all stairs and elevators.

2. Circulation corridors connecting wings, stairs, and elevators to be constructed at each level (1-hour).

3. Two-hour walls at each level to enclose shafts at new elevator and stairs.

4. New toilet room partitions as shown on drawings.

III. MISCELLANEOUS

A. Doors and frames as required for new work.

B. Metal overhead door at new truck loading dock.

C. Non-absorbent wainscotting on walls at toilet rooms.

D. Hardware for new doors as required.

E. Remove existing boiler room equipment.

F. New vinyl flooring at elevator lobbies, corridors, and toilet rooms.

G. Painting:

1. Interior: New walls, doors, etc.; toilet rooms; all public areas.
2. Exterior: Match existing surfaces for any new work which occurs on the exterior of building.
3. Repaint all steel sash.
4. New miscellaneous metals: Railings, stairs, etc.

H. New Stairs: Steel stringers and landing supports with precast concrete treads and landings.

I. Anodized aluminum storefront windows and entrance doors at new main entrance and at north parking lot.

IV. VERTICAL TRANSPORTATION

A. Install a new passenger elevator with 2500# capacity and speed of 300 f.p.m. in the existing freight elevator shaft.

B. Install a new freight elevator with 5000# capacity as shown on drawings.

V. PROPOSED MECHANICAL AND ELECTRICAL WORK

A. Mechanical:

Abandon and remove existing heating system. For the north and south 3-story wings and new corridor, provide a new hot water heating system with a complete reverse return insulated piping loop around perimeter of both wings and 2nd floor ceiling with valved risers spaced at approximately 75 feet apart, feeding up and down. The boiler plant shall consist of two 1500 MBH output, gas fired water boilers manifolded with a 300 GPM circulating pump. Maximum size of system loop shall be 4 inches.

Terminal units and branch piping thereto shall be installed at the direction of, or by, the tenants to meet their individual requirements. The basic system is predicated on the use of propeller type hot water unit heaters and air circulation in conjunction with operable casements and natural cross ventilation. There is, however, an inherent flexibility of the system to provide for a variety of terminal units including radiation and ventilation systems as desired.

For the East wing, where the configuration makes it less likely for sub-division to small spaces, each floor should be provided with gas fired industrial blower furnaces in mechanical rooms located centrally on the East wall. In addition, propeller type fans should be installed at the South and North walls. The systems should each be sized approximately for 4 air changes or 15,000 CFM, and 800 MBH heating output.

Work performed at the direction of, or by, the tenants would be installation of trunk supply ducts running North and South with outlets and branch ducts if required. Maximum duct size would be 36" diameter. In addition, branch gas piping with radiant spot heaters would be installed on third floor to make up for additional roof heat loss.

The northern single story wing shall be heated with 4 gas fire propeller type unit heaters around perimeter. Capacity shall be 150 MBH each. Radiant spot heat and makeup air units and exhaust fans would be installed by, or at, the direction of the tenants if required.

B. Plumbing:

Install new plumbing fixtures with soil waste and vent piping to existing building drainage system. Provide new copper hot and cold water piping within building and new gas fired water heater in upper floor of South wing adjacent to toilets serving all floors, and a new small gas fired water heater in North single story wing. Provide new wet standpipe system in building as required by City Code.

499 ALABAMA STREET

C. Electrical:

Install new switchboard with 1000 amp main breaker, metering and distribution section. Switchboard to be floor mounted, dead front cubicle type. Reconnect existing feeders to distribution section and install new feeders to new lighting and power panelboards on each floor. Lighting panelboards shall be sized to serve a lighting system incorporating open type fluorescent fixtures designed to provide 80 FC. Install new exit lights and emergency lighting.

Branch circuit wiring for lighting and power in exposed conduit and new lighting in all areas except 3rd floor of East wing, shall be installed at the direction of, or by, the tenants to suit their individual requirements.

As this is a multiple occupancy building with undetermined tenant areas, all utilities will be centrally metered with proportionate tenant assessments.

DINWIDDIE CONSTRUCTION CO.
CROCKER PLAZA
SAN FRANCISCO, CALIFORNIA 94104
(415) 986-2718

499 ALABAMA STREET

ESTIMATE OF CONTRUCTION COST

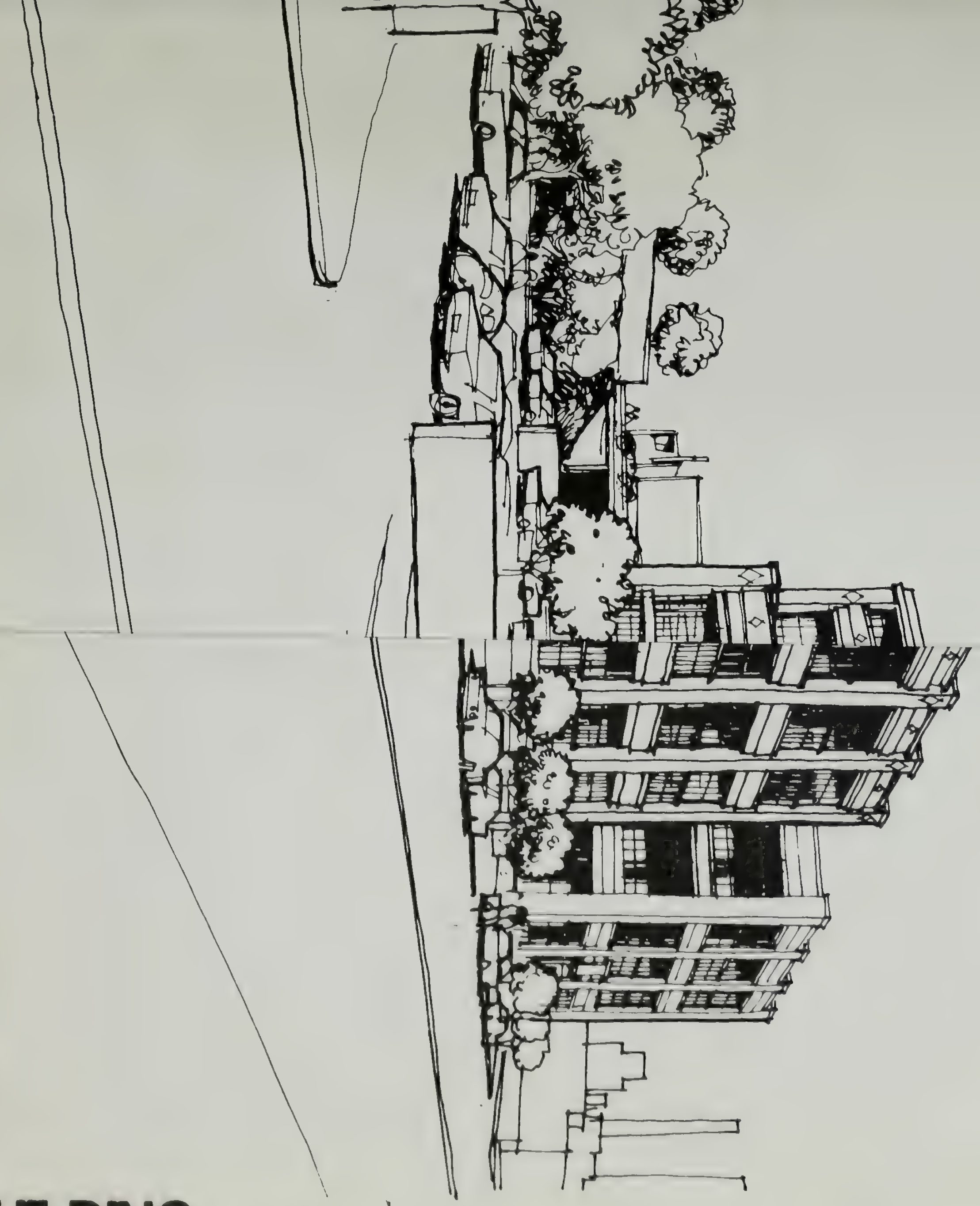
1.	Parking	$ 9,600.00
2.	Sidewalks	13,230.00
3.	Landscaping	32,600.00
4.	Court Paving	32,325.00
5.	Remove Existing Structure	2,200.00
6.	Repair Existing Loading Dock	1,650.00
7.	New Boiler Room	10,560.00
8.	New Entrance and Lobby	16,000.00
9.	New Fire Stairs	20,000.00
10.	New Passenger Elevator Hydraulic	50,000.00
11.	New Freight Elevator Hydraulic	60,000.00
12.	New Furnace Rooms (3)	6,000.00
13.	New Truck Dock	27,000.00
14.	Remove existing Partitions and Clean-up	56,301.00
15.	New 3rd Floor Complete	132,000.00
16.	Strengthen S.S. Roof at New 3rd Floor	11,000.00
17.	New Toilet Rooms	5,760.00
18.	New Partitions Complete	36,750.00
19.	Paint Existing Steel Windows, etc.	10,000.00
20.	Floor Covering	9,000.00
21.	Heating	226,204.00
22.	Plumbing	56,000.00
23.	Electrical	240,204.00
24.	General Cleanup and Repairs	28,151.00
		$1,092,535.00
	General Conditions	54,627.00
		$1,147,162.00
	General Contractor's Fee	57,358.00
		$1,204,520.00
	Contingency	50,000.00
	Total	$1,254,520.00

499 ALABAMA STREET

COST ANALYSIS

Existing Area (3 Floors)	112,602 Sq. Ft.
Additional Area (New Partial 3rd Floor)	12,500 Sq. Ft.
Total Area of Building Improvements	125,102 Sq. Ft.
Estimated Cost of Improvements	$1,254,520.00
Estimated Cost Per Sq. Ft.	$10.00

Assessed Value of Building X 4 ($26,500 X 4)	$106,000.00
Total Value of Building after Improvements	$1,360,520.00
Total Value Per Sq. Ft.	$10.85



BUILDING REHABILITATION STUDY

GREATER SAN FRANCISCO
CHAMBER OF COMMERCE

499 ALABAMA STREET

PERSPECTIVE SKETCH

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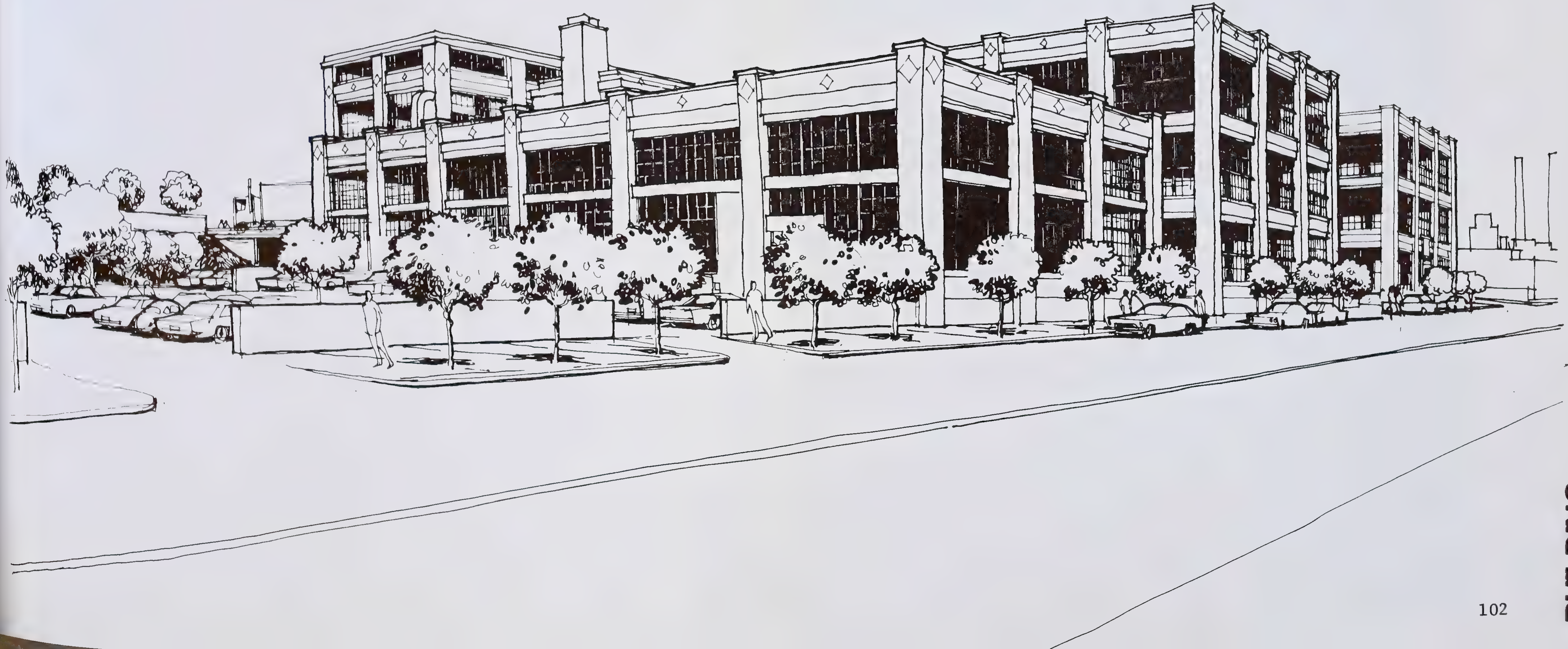
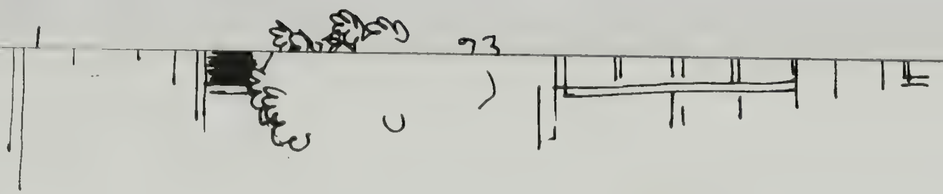
ARCHITECTS



PERSPECTIVE SKETCH

WURSTER, BERNARDI & EMMONS, INC.
ARCHITECTS

499 ALABAMA STREET

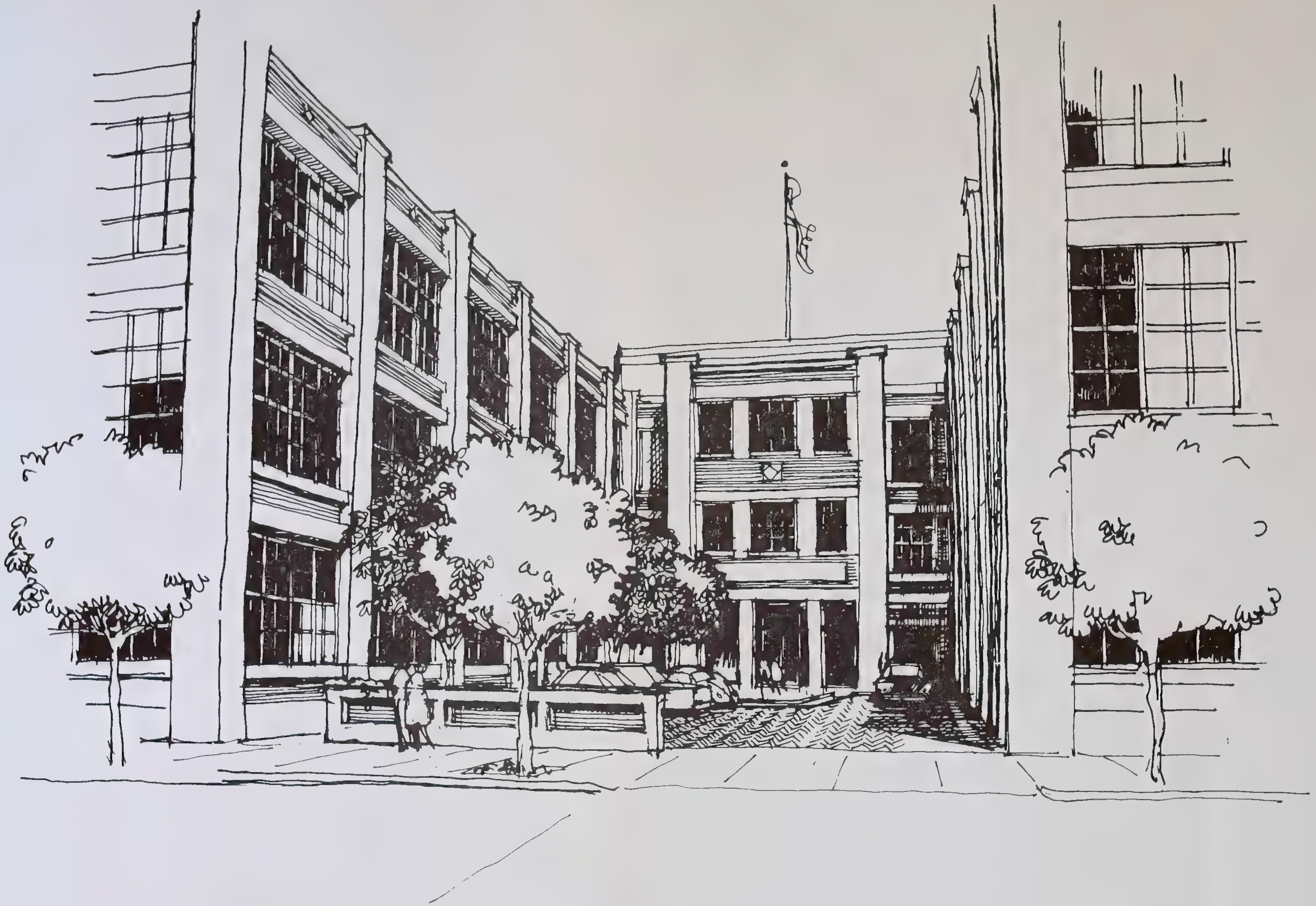


BUILDING REHABILITATION STUDY
GREATER SAN FRANCISCO
CHAMBER OF COMMERCE

499 ALABAMA STREET

PERSPECTIVE SKETCH

WURSTER, BERNARDI & EMMONS, INC.
ARCHITECTS



PERSPECTIVE SKETCH

499 ALABAMA STREET

WURSTER, BERNARDI & EMMONS, INC.
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BUILDING REHABILITATION STUDY
GREATER SAN FRANCISCO
CHAMBER OF COMMERCE

BUILDING REHABILITATION STUDY

GREATER SAN FRANCISCO
CHAMBER OF COMMERCE

BERRY ST.

FOURTH & BERRY STREETS

CONTENTS

Data Sheet 106

Neighborhood Analysis 107

Neighborhood Map 108

Description of Building 109

Code Analysis 114

Existing Floor Plans

- First Floor 116
- Typical Upper Floor 117
- Roof 118

Building Section 119

Recommendations 120

Proposed Floor Plans

- First Floor 122
- Typical Upper Floor 123

Outline Specifications 124

Cost Estimate 129

Analysis of Cost 131

Perspective Sketches 132

BERRY STREET BUILDING

DATA SHEET

Address:	105 - 185 Berry Street Between 3rd & 4th Streets (900 Third Street)	
Legal Description:	Assessor's Block 3803, Lot #4	
Building Type:	Type I	
Occupancy:	F-2 (Offices - Printing Plant)	
Number of Floors:	6	
Area of Lot:	275 x 825 (226,875 Sq. Ft.)	
Area of Building:	First Floor	82,500 sq.ft.
	Second Floor	82,500
	Third Floor	82,500
	Fourth Floor	82,500
	Fifth Floor	82,500
	Sixth Floor	82,500
		495,000 sq.ft.
Zoning Classification:	M-2	

BERRY STREET BUILDING

NEIGHBORHOOD ANALYSIS

Occurring at the junction of the railroad and the waterfront, this neighborhood has been almost entirely given over to the storage, transfer, and movement of goods. The area to the west and north are taken up with freight yards and storage sheds; the area to the south and east is oriented toward the waterfront; with the piers starting directly east of Third Street.

In addition to the movement of goods, the area also serves as a gateway for the movement of large numbers of people in and out of the City. The City's passenger railroad terminal is a block to the north; Third Street has always carried much traffic into the City, and if present plans are realized, the Southern Embarcadero Freeway will bisect the neighborhood with off ramps at Fourth and Berry and Third and King. At present truck access is via the Embarcadero or Third Street.

Public parking presently limited to privately operated lots at Third and Townsend and Third and Berry (on the property under consideration). The area is served by the Municipal Railway Line 32 (Embarcadero) and Lines 15 and 42 (Third Street), and is within a block of the Third and Townsend Southern Pacific Station, serving the Peninsula commuters.

NEIGHBORHOOD MAP

250 0 250 500 scale in feet

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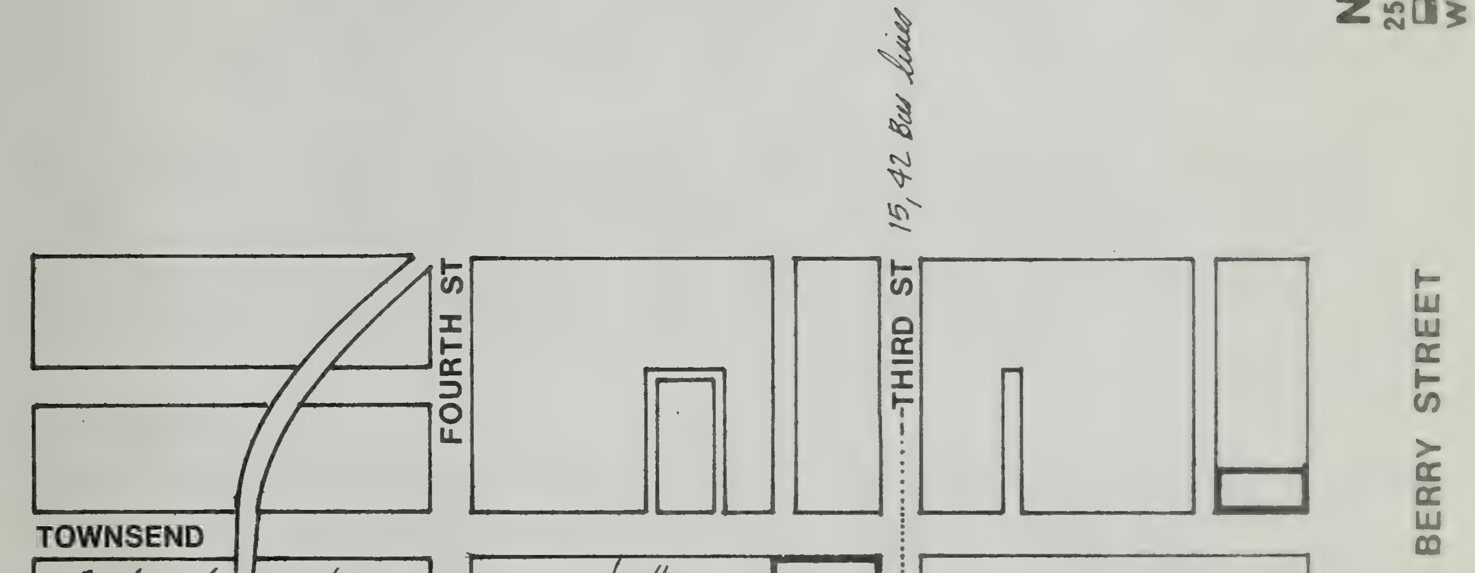


BUILDING REHABILITATION STUDY
GREATER SAN FRANCISCO CHAMBER OF COMMERCE

BERRY STREET BUILDING

DESCRIPTION OF BUILDING

Architectural:

The Berry Street Building is a six story reinforced concrete building built in 1921 as a terminal for the storage and shipment of food products. Although it was built with expansion joints dividing it into four buildings, and presently has separation walls dividing it into three buildings (900 Third, 161 Berry, and Fourth & Berry) it is basically one immense building extending the full 825 feet of the block between Third and Fourth Streets with its south side fronting on China Basin.

The 900 Third Street and 161 Berry Street sections together comprise about 290,000 square feet of floor area which have been developed into offices for Pacific Telephone Company. About 64,000 square feet is occupied by the Phillips-Van Orden Company as offices and printing plant. The balance is empty. The empty space has been used as a printing plant.

Entrances:

There are four entrances along the drive fronting the building; a major entrance on the Fourth Street end, and numerous loading doors on the drive on Fourth Street, and on the pier. At the ground floor, some sliding glass doors to offices have been added on the water side. On the north, there is a second story walkway overlooking the drive and the parking lot; the original entrances are on this walkway, although they are not presently used.

Fenestration:

Each bay has steel sash with an operable section approximately 15 feet wide, and varies in height from 4 feet to 9 feet depending on which floor it occurs.

Stairs:

The building contains seven stairways, four of which go to the roof. They are in 2-hour enclosures, but do not all lead to legal ways of departure.

BERRY STREET BUILDING

Elevators:

There are 6 passenger elevators, and 4 freight elevators, distributed throughout the length of the building.

Interior:

The space given over to offices is finished, modern office space, with suspended ceiling, recessed lighting, resilient flooring, etc. The unused space is for the most part very rough unfinished concrete industrial space. The second floor slab, at the west end, has some large openings cut in it where two story presses once were installed.

Exterior:

The exterior of the building has been maintained and painted, but is confusing due to its great length and the lack of any obvious organization which can be comprehended as you approach. There are some large ducts, flues, vents, etc., on the exterior of the building on the water side. The roof contains a bewildering collection of mechanical equipment, penthouses, tanks, etc.

Site:

The building is 100' deep; the property is 275' deep. The balance of the property is given over to a parking lot on the north, separated from the building by a drive, and to a loading dock and railway siding on the water side. There is a small amount of foundation planting between the drive and the building, and a few small trees around the parking lot.

BERRY STREET BUILDING

STRUCTURAL

The building is a reinforced concrete structure of flat slab floors and roof, reinforced concrete basement walls and exterior walls. The foundations are pile footings with inter-connecting concrete grade-beams. The building is divided along its length by three expansion joints. There are no interior structural walls.

There is one large gravity tank and two pressure tanks (serving the sprinkler system) on the roof, well anchored. The gravity tank full of water would be an earthquake hazard, however, we were informed that it is empty and no longer in use. There are numerous small, and one large openings in the second floor, about 100 ft. x 13 ft. Engineering drawings have recently been prepared for the closing of these openings with matching reinforced concrete slabs.

From the parts of the structure and the limited number of original drawings we have seen, our conclusion is that the building is in very good structural condition. The posted live load capacity on all floors is 250 psf. Detailed lateral analysis have not been made, but our preliminary calculations indicate that the building's earthquake force-resisting capacity is in the range of the "Riley Act" standards, the Code requirement for major alterations.

BERRY STREET BUILDING

EXISTING MECHANICAL & ELECTRICAL SYSTEMS

Mechanical:

The portion of the building within the scope of this project is indicated on the drawings as approximately 60,000 square feet on the first floor and 37,000 square feet on each of the 2nd, 3rd, and 4th floors. The remainder of the building has heating and air conditioning systems satisfactory to the present tenants and no improvement work is contemplated.

The majority of the 4th and 3rd floors within the project area being considered are served by an existing hot water boiler plant on the roof which is in good condition and can remain in service. Similarly portions of the 1st and 2nd floors are served by hot water boilers located in partial basements. These boilers are also relatively new and are reuseable. The combined output of the basement boilers is approximately 2000 MBH and the available capacity of the existing roof boiler for the project area is about the same. Terminal units are propeller type unit heaters which would not be reuseable for office or a similarly furnished occupancy.

Plumbing:

Toilet fixtures with local water heating equipment are minimal and not reuseable for any major modifications.

Fire Protection:

Building is completely sprinklered and provided with both wet and dry standpipe systems which are reuseable with modifications as required by remodel work.

Electrical:

The entire building is fed by underground 12000 volts, 3-phase service to a main switchboard located on the ground floor. The building is centrally metered at the main switchboard with submetering of 12000 volt feeder to the area occupied by PT&T.

The west end of the building is fed from the main switchboard with three feeders to three 750 KVA transformers each with a secondary rating of 3-phase, 4 wire 120/208 volts.

BERRY STREET BUILDING

Two transformers are located on the ground floor and feed loads on the ground floor and second floor. The third transformer is located on the sixth and fifth floor with subfeeds to the fourth and third floors.

Lighting on the ground floor is minimum warehouse standard. Lighting on the upper floor is by open industrial fluorescent fixtures providing between 80FC and 100FC.

There is ample power available at each floor but the distribution system is designed for the present occupancy and would require modification to suit another type occupancy, particularly office space.

BERRY STREET BUILDING

CODE ANALYSIS

Building Code and Planning Code requirements vary according to the type of building and its occupancy. In the present case, the building type is known. The following code requirements for this building type are plotted against possible occupancies, and against the existing conditions.

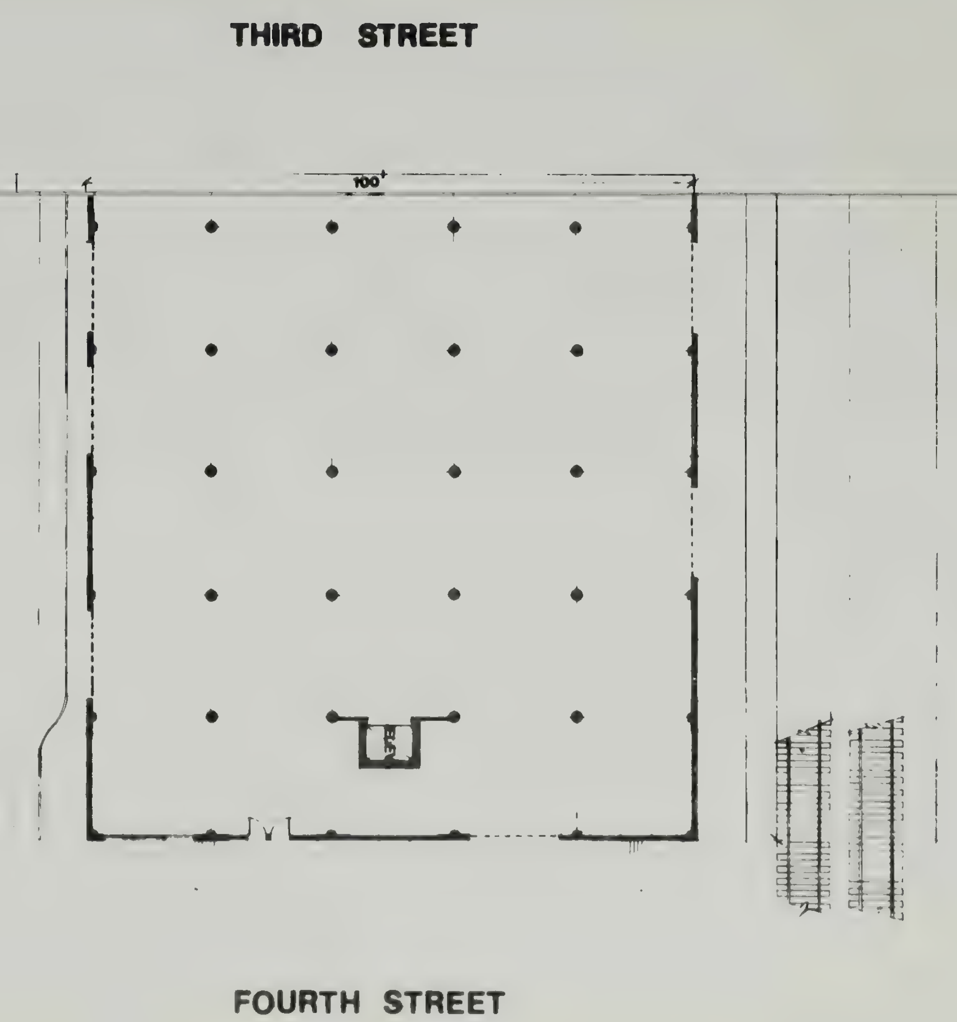
It must be noted that the code requirements can only be invoked against an existing building when a change in occupancy or major structural alteration is contemplated. If the use changes, but within the same occupancy division (i.e., within F-1, from warehouse to light manufacturing) the building must be made to conform to those code provisions which are affected by the increase in occupant load (stairs, exits, toilets, etc.)

If the occupancy changes from one division to another, such as from F-1 to F-2 (light manufacturing to office building) then substantial conformance to the code provisions would be enforced, including structural provisions.

The area and height limitations as found in the zoning code would be applicable in this analysis if major additions to either the area or the height were to be a consideration. However, since this would be out of the scope of this report, the area and height considerations in the analysis are only within context of the Building Code.

BERRY STREET BUILDING

Building Type: I		Occupancy F-1 Allowable or Required	Occupancy F-2 Allowable or Required	Actual
1.	Height of Building	Unlimited	Unlimited	6 stories
2.	Area of Building	Unlimited	Unlimited	495,000 sq.ft.
3.	Exits from each floor	4	4	6
4.	Exits from Building	4	4	3
5.	Smokeproof Tower	2 Required	2 Required	None Provided
6.	Light	6,500 sq.ft. window/flr.	6,500 sq.ft. window/flr.	6,800 sq.ft.
7.	Sanitation	15 w.c. 8 urinals 6 lavs.	15 w.c. 8 urinals 6 lavs.	Meets Code in finished portions of building
8.	Off-street Parking	200	800	300
9.	Off-street Loading	6	2	9



BERRY STREET-FIRST FLOOR

EXISTING FLOOR PLANS

5 0 5 10 20 30 40 50 scale in feet

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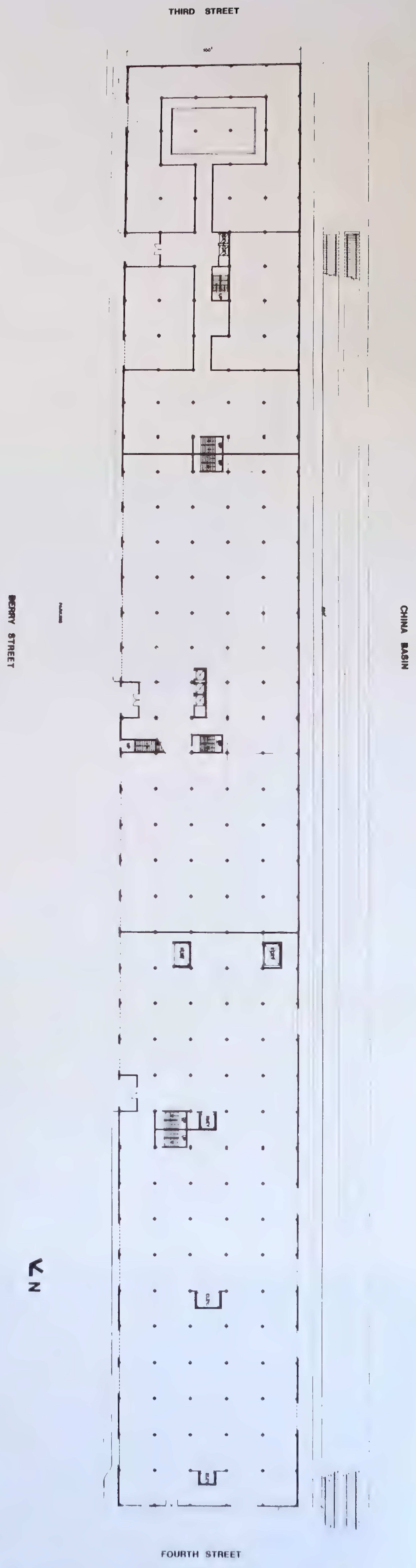
ARCHITECTS



BUILDING REHABILITATION STUDY GREATER SAN FRANCISCO CHAMBER OF COMMERCE

BERRY STREET - FIRST FLOOR

EXISTING FLOOR PLANS

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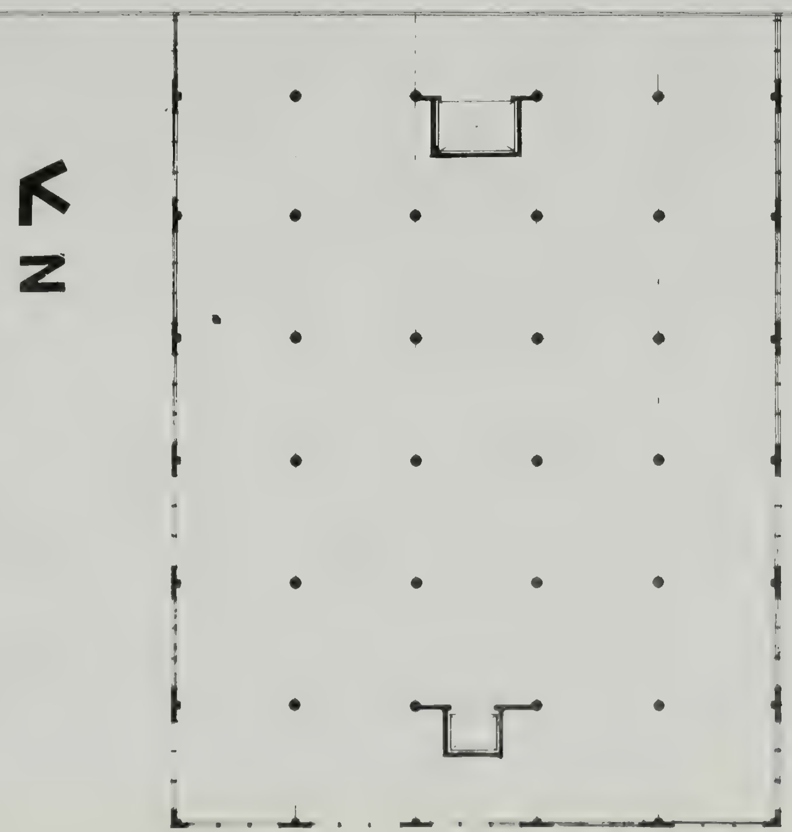

BUILDING REHABILITATION STUDY
GREATER SAN FRANCISCO
CHAMBER OF COMMERCE

BERRY STREET - TYPICAL UPPER FLOOR

EXISTING FLOOR PLANS
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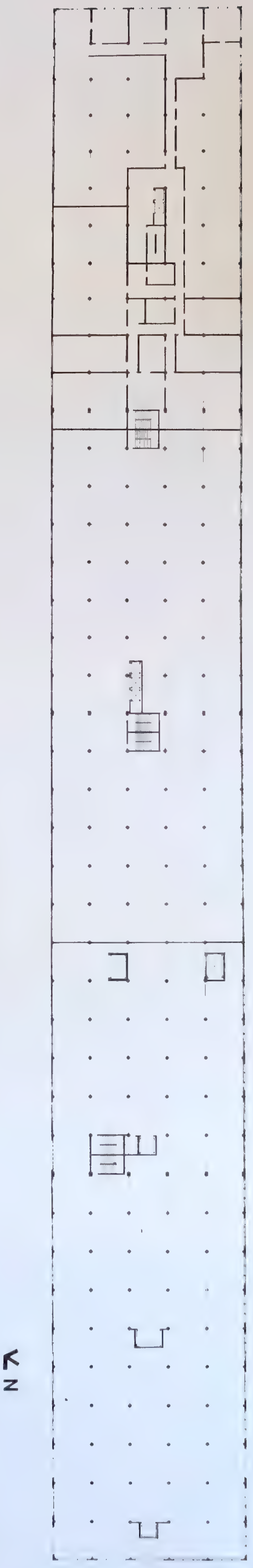

BUILDING REHABILITATION STUDY
GREATER SAN FRANCISCO
CHAMBER OF COMMERCE

BERRY STREET – TYPICAL UPPER FLOOR

EXISTING FLOOR PLANS

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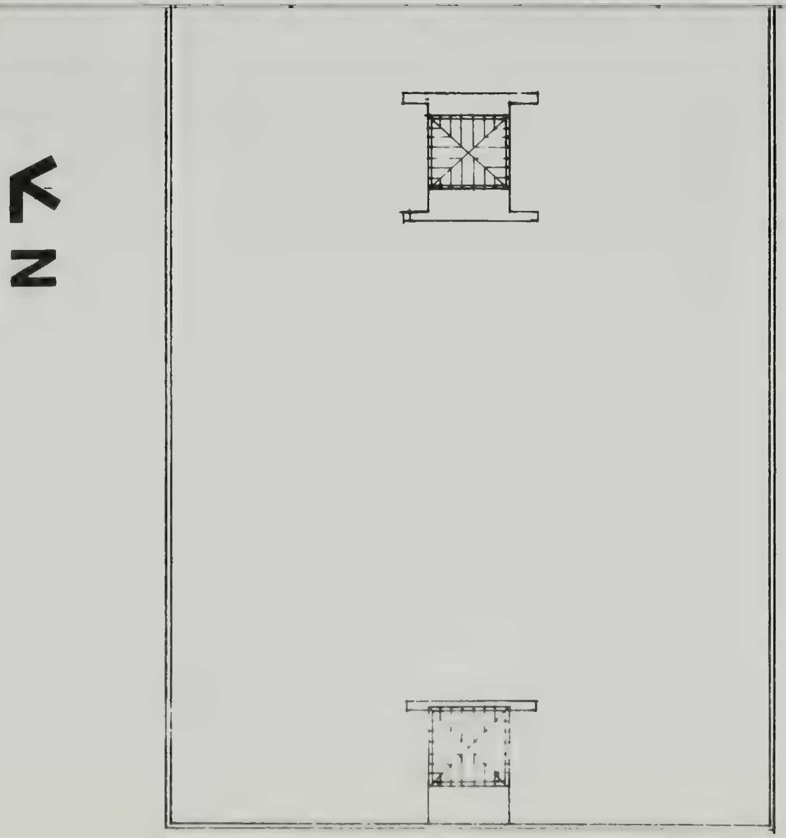

BUILDING REHABILITATION STUDY
GREATER SAN FRANCISCO
CHAMBER OF COMMERCE

BERRY STREET-ROOF PLAN

EXISTING FLOOR PLANS
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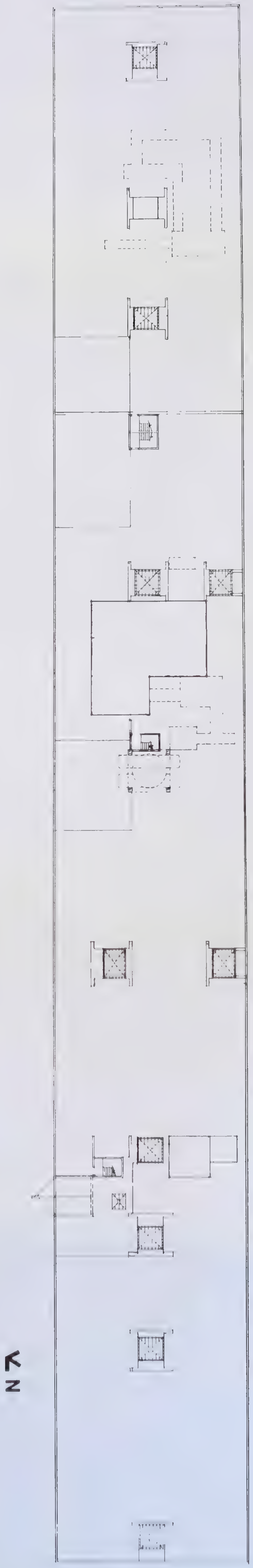

BUILDING REHABILITATION STUDY
GREATER SAN FRANCISCO CHAMBER OF COMMERCE

BERRY STREET-ROOF PLAN

EXISTING FLOOR PLANS

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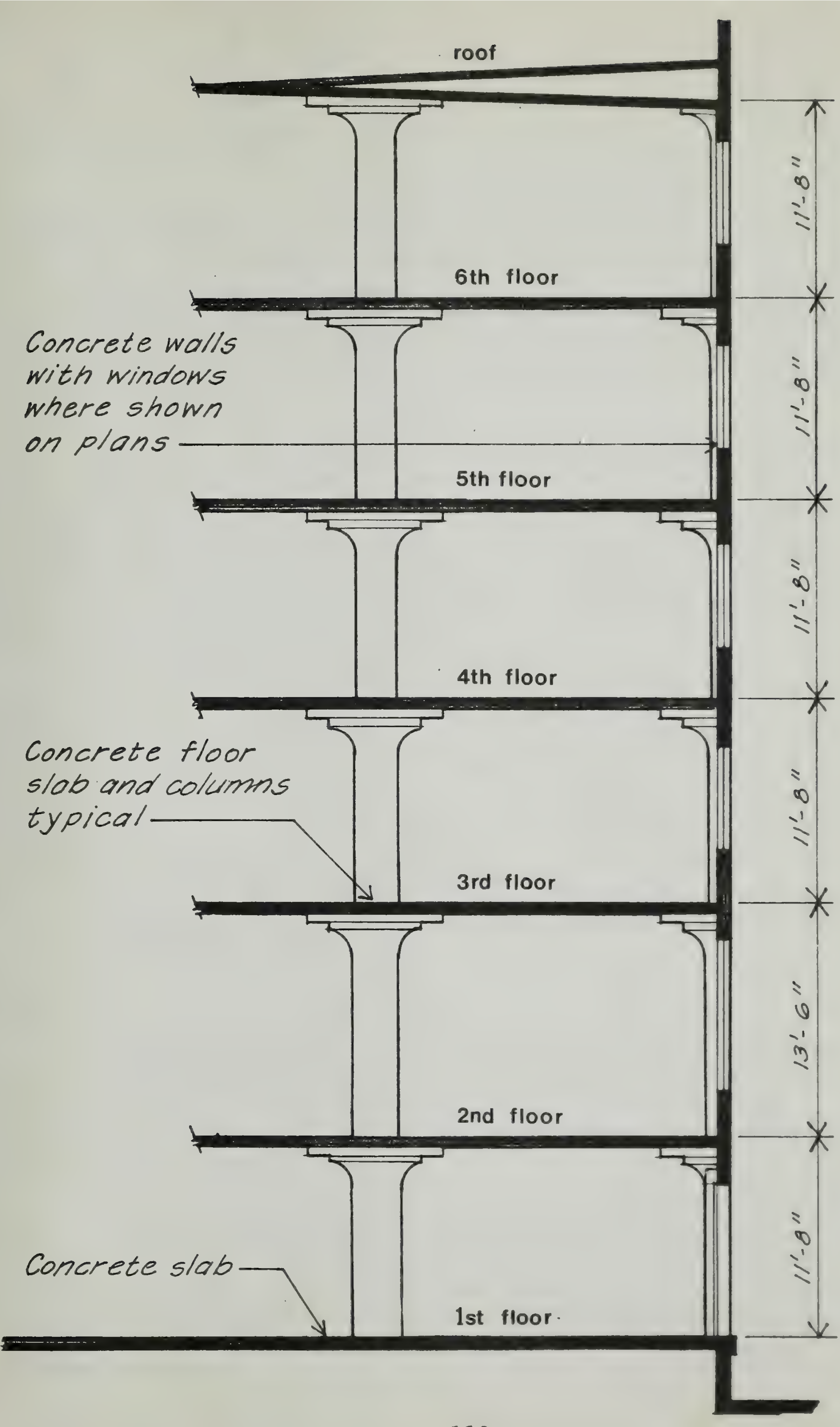

BUILDING SECTIONS

5 0 5 10 scale in feet

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BERRY STREET BUILDING

RECOMMENDATIONS

The most striking features of this building are its size and its waterfront location. Less obvious, but just as important, are its location with regard to public transportation, and its parking facilities. Even though the parking is less than the Planning Code would require for new construction, it is considerably more than most buildings can boast.

The location of the building, on the water, on Third Street, and on the railroad tracks, was dictated by its early function as a distribution center for merchandise, in this case food. The same factors (water, railroad, Third Street) plus a parking lot, and public transportation, suggest a place suitable for large numbers of people to work. The portion of the building which is now offices seem to work satisfactorily, and it is suggested that the balance of the building be developed in a similar manner.

In order for this to be feasible, some improvements would have to be made:

1. A new stair at the west end.
2. Replacing the floor slab at the second floor openings.
3. Air conditioning the balance of the building.
4. Provision of ceiling, lighting, flooring, and toilets in the unfinished portion.

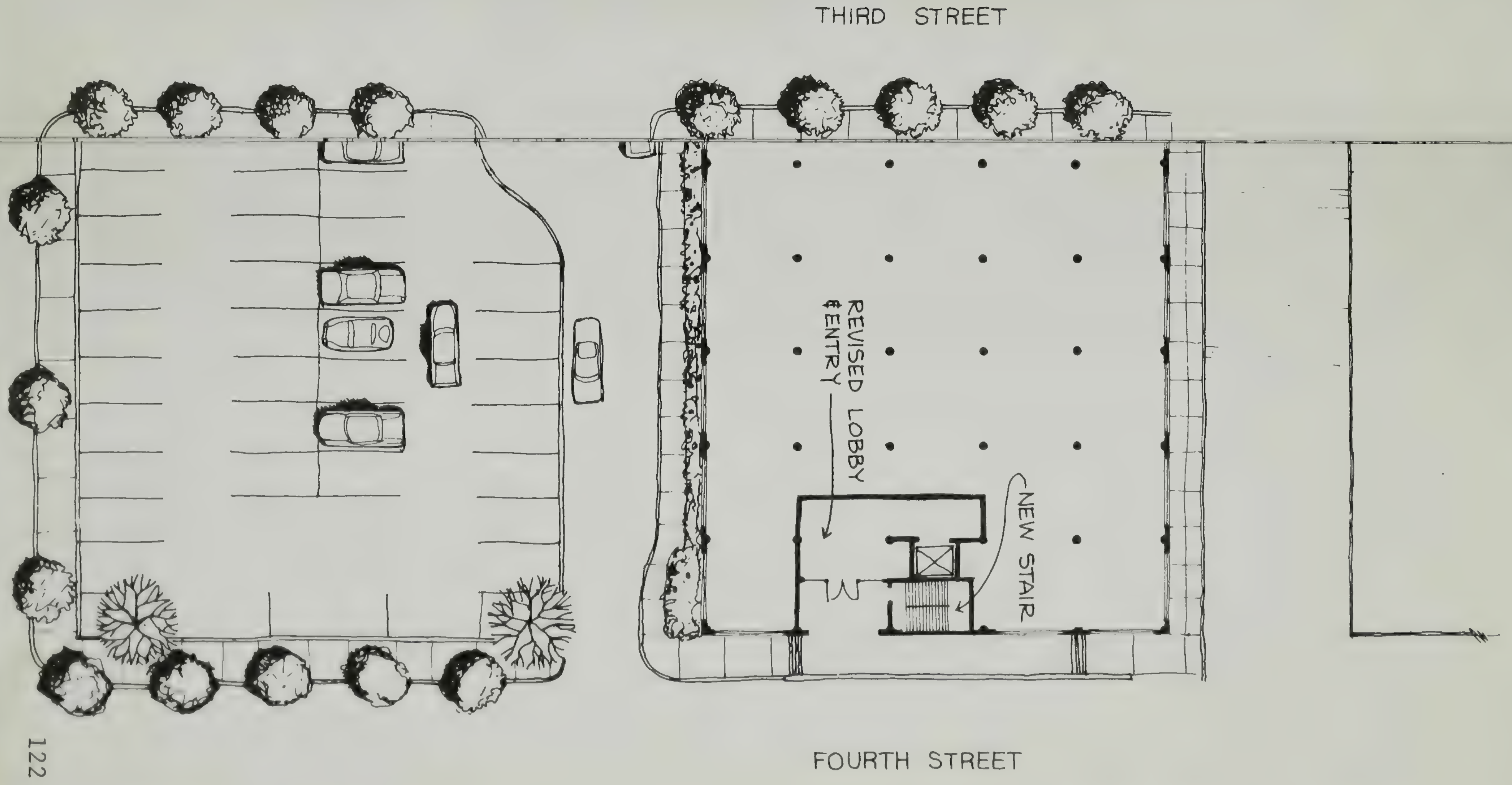
Other amenities should be added:

1. Organization of entrances and elevators, with a visual identification from the street and parking lot.
2. Development of mall shops, restaurant, etc., with access to the water frontage.
3. Encouragement of some water directed activities on the ground floor, such as boat sales, marine hardware, etc.

Except for a very few professional offices located in piers or in remodelled ferry boats, there is no office space in the City with any water frontage, and except for Fisherman's Wharf no water connected commercial space.

BERRY STREET BUILDING

It would not take much to turn this space into office space which would be sought after, and commercial space which would not only serve the offices (its prime function) but could also function as a daily and weekend tourist attraction.



BUILDING REHABILITATION STUDY GREATER SAN FRANCISCO CHAMBER OF COMMERCE

BERRY STREET - FIRST FLOOR

PROPOSED FLOOR PLANS

5 0 5 10 20 30 40 50 scale in feet

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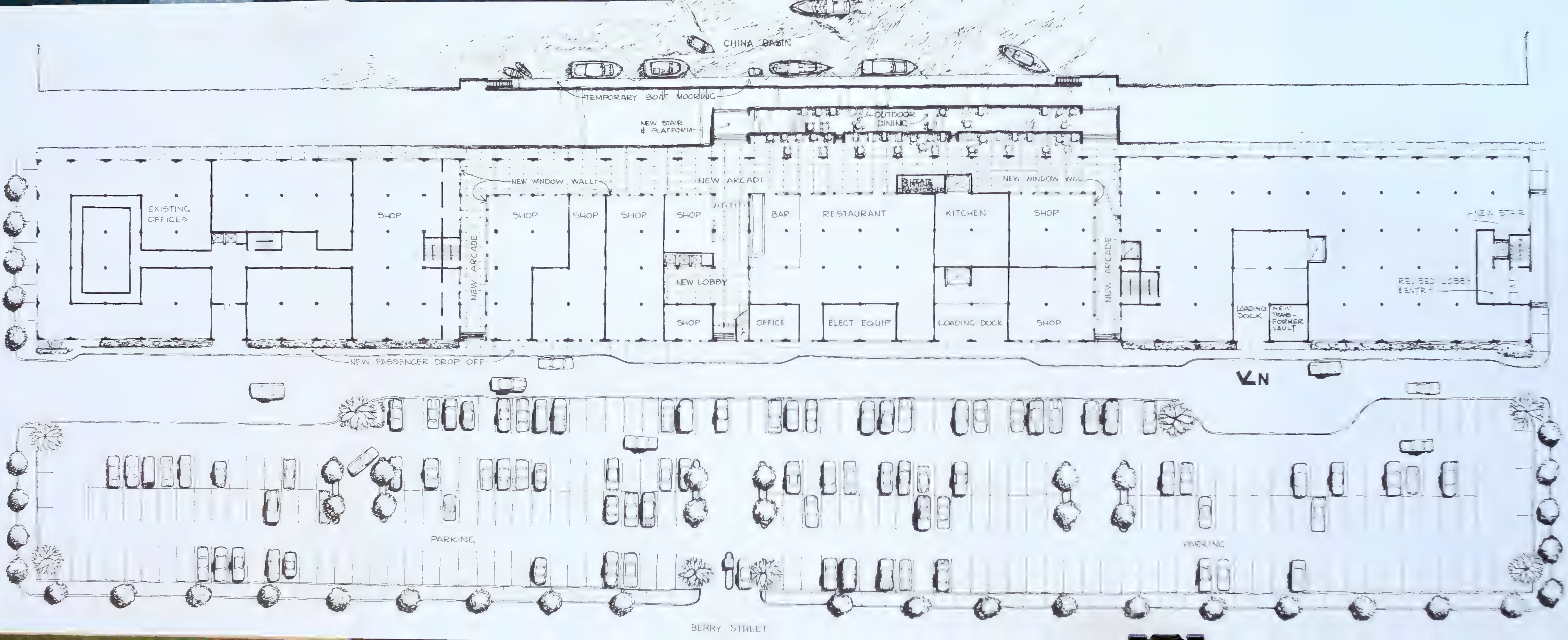

BUILDING REHABILITATION STUDY

BERRY STREET – FIRST FLOOR

PROPOSED FLOOR PLANS

5 0 5 10 20 30 40 50 Scale in feet

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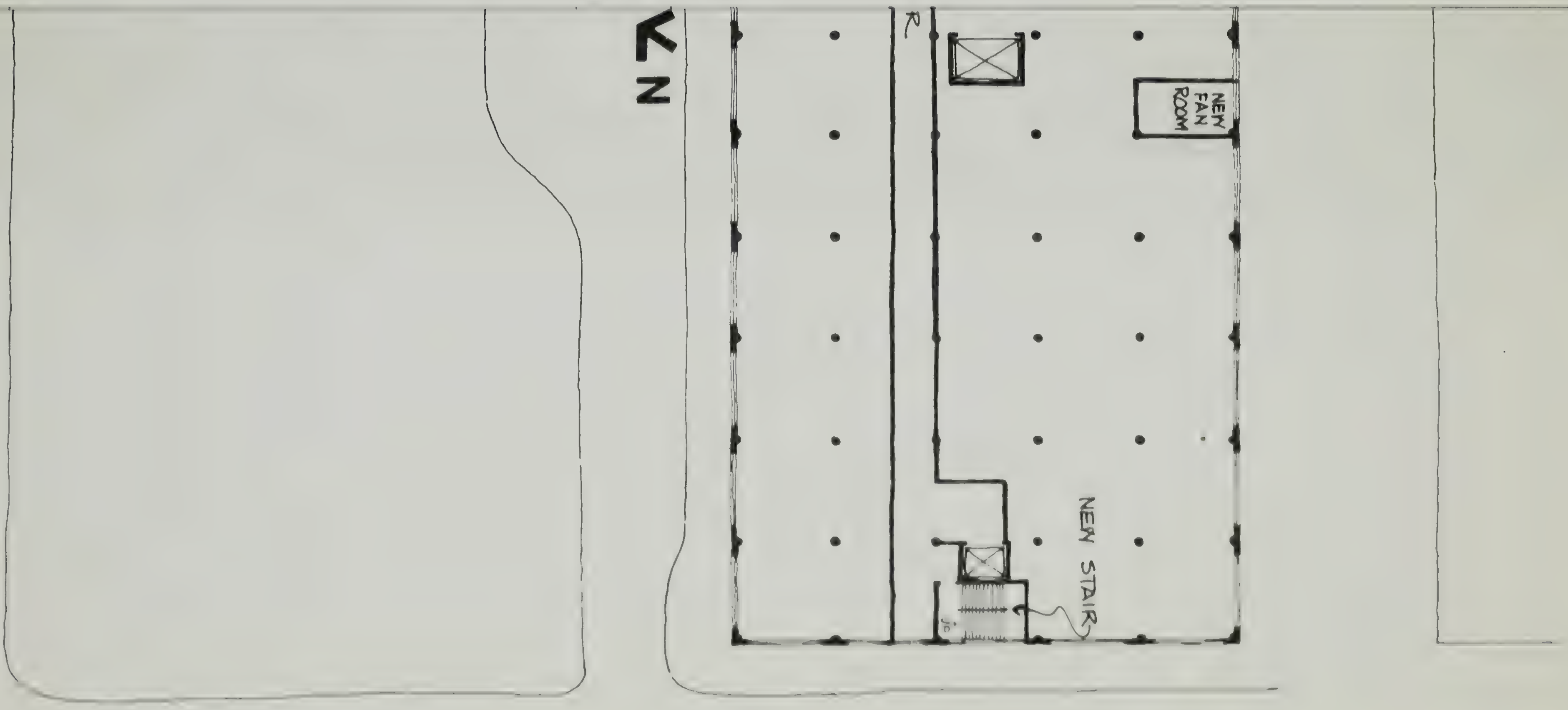

BUILDING REHABILITATION STUDY GREATER SAN FRANCISCO CHAMBER OF COMMERCE

BERRY STREET–TYPICAL UPPER FLOOR

PROPOSED FLOOR PLANS

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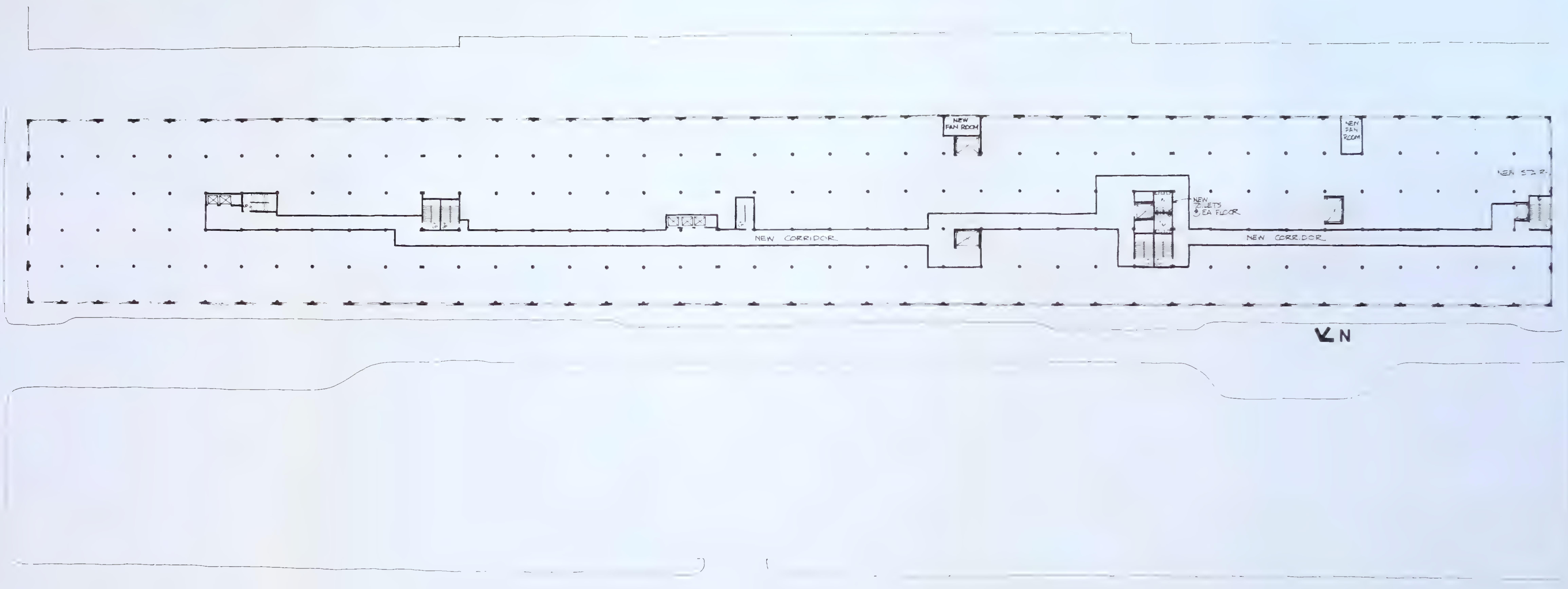

BUILDING REHABILITATION STUDY

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BERRY STREET-TYPICAL UPPER FLOOR

PROPOSED FLOOR PLANS

5 0 5 10 20 30 40 50 Scale in feet

WURSTER BERNARDI & EMMONS INC
ARCHITECTS

BERRY STREET BUILDING

OUTLINE SPECIFICATION

Purpose:

The purpose of this outline is to define in as much detail as possible, the scope of work and to establish standards where possible, for the work recommended within the body of this report.

I. SITE WORK

Plant trees along sidewalks and within parking areas as shown on drawings.

II. BUILDING SHELL

A. Structure:

1. Construction as required at openings in slabs for new stair.
2. Fill in holes in floor slabs on second level which formerly accommodated high machinery.

B. Walls:

1. New walls and anodized aluminum storefront work for new shops on first level as shown on the drawings.
2. Exit corridors and vestibules for stairs and elevators, as shown on drawings, to be metal studs with gypsum board on each side (1-hour rated).
3. Two-hour enclosure walls for new stair at every level.
4. New walls for enclosing freight handling area as shown on drawings.
5. New walls for enclosing existing electrical switch gear and transformers on ground floor.
6. New walls for two mechanical rooms on each floor.

III. MISCELLANEOUS

A. Doors and frames as required for new work.

B. Anodized aluminum storefront windows and doors as shown on drawings.

C. Non-absorbent wainscotting on walls at toilet rooms.

D. Hardware for new doors as required.

E. New vinyl flooring at elevator lobbies, corridors and toilet rooms.

F. Painting:

1. Interior: New walls, all sash, doors, etc.; toilet rooms.

2. Exterior: All exterior walls and sash.

3. New miscellaneous metals: railings, stairs, etc.

G. New Stairs: Steel stringers and landing supports with pre-cast concrete treads and landings.

IV. PROPOSED MECHANICAL AND ELECTRICAL WORK

A. Heating and Air Conditioning:

Since it is proposed that the building be developed as office space, complete air conditioning should be available from a central system which, because of the undefined tenant occupancy, should be uniformly organized and flexible. The 2nd, 3rd, and 4th floors shall be furnished with hot water and chilled water by means of two primary loops running the length of the project area in the corridor ceiling of the 3rd floor where practicable. A primary pump for the cooling loop will be located in an equipment room for the chilled water plant located centrally on the 1st floor. Pump capacity shall be 800 GPM and the maximum size of primary cooling loop shall be 6 inches diameter.

BERRY STREET BUILDING

Primary pump for heating loop shall be located in the boiler plant on the roof. In addition, existing boiler plant capacity shall be increased by a new boiler of approximately 4000 MBH capacity. Heating pump capacity shall be 400 GPM and heating primary loop shall be 6 inches diameter maximum. Similarly primary loops for hot water and chilled water shall be furnished at the ceiling of the 1st floor, serving the 1st floor of the project area. The heating loop shall be 4 inches diameter served by a 220 GPM primary pump located in an existing boiler room. The cooling primary loop shall be 6 inches diameter served by a 500 GPM primary pump located in the new chilled water plant equipment room on the first floor. The existing basement boilers and pumps will be connected to this 1st floor primary loop. The chilled water plant shall be sized for an ultimate capacity of 600 tons in increments of 200 tons each using multiple compressor reciprocating type chillers. It is assumed that in the initial increment a single 200 ton chiller would be installed and a corresponding capacity packaged cooling tower would be installed on the roof. The new chilled water plant would serve both primary loops.

The air side equipment would consist of two fan rooms on each of the 2nd, 3rd, and 4th floors at approximately 1/4 points of project space. These fan rooms would have central supply and return air fans of approximately 28,000 CFM each, supplying trunk supply and return ducts each running one-half the length of the project area as centrally located in the building as practicable. Maximum trunk duct sizes would be for velocity of 1400 fpm. Fresh air would be drawn from louvered opening at each fan room with filter bank.

Work performed at the direction of, or by, the tenants would be installation of branch duct work and connection to the trunk ducts; and local zone heating and cooling coils together with piping thereto from the primary loop and including secondary circuit pumps. In addition, the 1st floor would provide its own air handling equipment to suit the individual tenant requirements. With the system flexibility as discussed, tenants could elect whether or not they desired cooling and/or heating and ventilation only.

B. Plumbing:

Install new plumbing fixtures for new toilet rooms with soil and waste piping to existing building drainage system and provide new copper hot and cold water piping within the building and central gas fired water heating equipment with recirculating system.

Restaurant plumbing would be provided by, or at, direction of tenant.

C. Electrical:

Retain the existing 12KV switchboard. Relocate existing 750KVA transformer on ground floor at the south side of building to new electrical room beside elevator shaft on SW corner of Restaurant. Install new 3-phase, 4 wire 120/208V distribution switchboard in this electrical room to serve 1st, 2nd, 3rd, and 4th floors. Install new feeders from the switchboard to two new lighting and receptacle panelboards spaced on each floor. Panelboards to be sized for lighting system utilizing commercial type fluorescent fixtures designed to produce 100 FC.

The existing 750KVA transformer on the ground floor at the south side of the building beside the new Loading Dock to be retained for air conditioning and ventilation power. Remove existing distribution panel and install a new distribution panel and motor control center to serve all major mechanical loads.

The existing 750KVA transformer on the 6th floor to be retained to serve the 6th and 5th floors only and all subfeeds from this transformer to the 4th and 3rd floors to be disconnected.

Install emergency lighting and exit lighting.

Install a fire alarm system.

Branch circuit wiring for lighting and power and new lighting in all areas shall be installed at the direction of, or by, the tenant to suit his individual requirements. As this is a multiple occupancy building, with undetermined tenant areas all utilities will be centrally metered with proportionate assessments.

V. ALTERNATES

Air conditioning of remainder of building not now being serviced.

ROTHSCHILD & RAFFIN, INC.
GENERAL CONTRACTORS

215 MARKET STREET
SAN FRANCISCO, CALIFORNIA 94105
TELEPHONE 397-3040

BERRY STREET BUILDING

ESTIMATE OF CONSTRUCTION COST

Work Item	Amount
Demolition	$ 136,630
Excavation	980
Concrete	20,850
Form Work	17,700
Rough Carpentry	13,710
Aluminum Entrances & Glass	92,000
Steel Sash & Glass	16,500
Acoustical Work	40,500
Building Directories	3,000
Ceramic Tile	9,000
Caulking	10,000
Drywall	67,200
Dock Work	106,970
Doors: Wood	26,120
Hollow Metal	13,810
Rolling Steel	2,000
Electric	305,000
Elastacell Floor Fill	110,000
Existing Windows: Clean & Repair	16,850
Finish Hardware	21,840
Fire Extinguishers	2,350
Landscaping	12,000
Lath & Plaster	16,000
Masonry: Concrete Block	59,000
Brick Pavers	117,000
Mechanical: Plumbing	138,000
Heat-Vent-Air Cond.	755,000
Fire Sprinklers	150,000
Misc. Iron	9,130
Precast Concrete Stairs	11,000
Painting	68,400
Roofing (Repair Allowance)	5,000
Resilient Flooring	16,460
Sheet Metal	5,000
Steel: Reinforcing	11,600
Site Concrete	6,600

ROTHSCHILD & RAFFIN, INC.
GENERAL CONTRACTORS

215 MARKET STREET
SAN FRANCISCO, CALIFORNIA 94105
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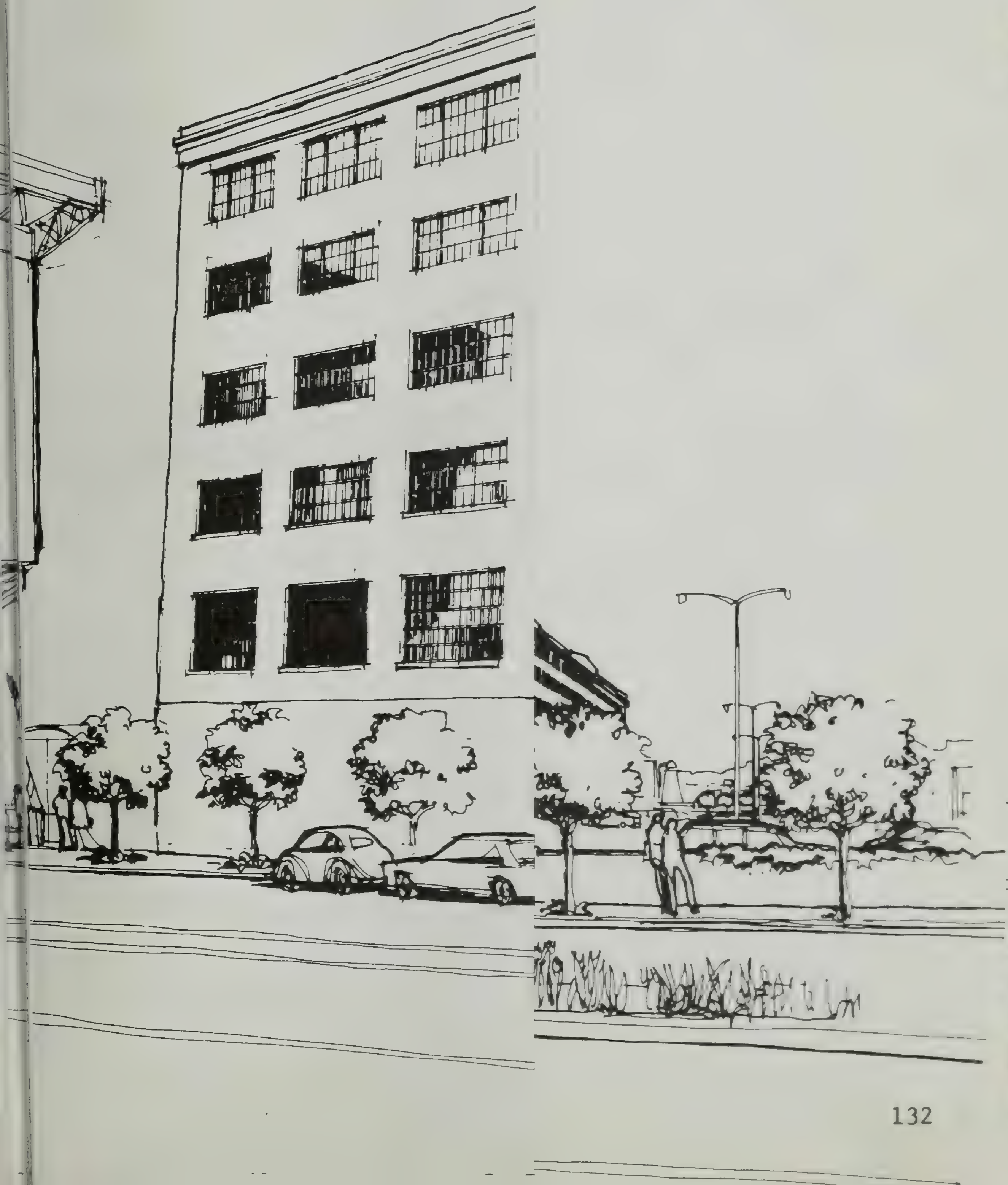
Work Item	Amount
Scaffolding	6,000
Toilet Partitions	3,600
Toilet Room Accessories	3,270
Supervision & Administration	53,040
Plant	15,300
Hoisting	18,200
Job Expense	39,450
Clean-Up	17,150
Building Permit, Etc.	9,000
	$2,578,210
Bonds	25,000
Fee	150,000
	$2,753,210

BERRY STREET BUILDING

COST ANALYSIS

Existing Area (6 Floors)	495,000 Sq. Ft.
Area to be Improved (45% of Total)	220,500 Sq. Ft.
Estimated Cost of Improvements	$2,753,210.00
Estimated Cost Per Sq. Ft.	$12.50

Assessed Value of Building X 4 ($1,491,500 X 4)	$5,966,000.00
Total Value of Building after Improvements	$8,719,210.00
Total Value Per Sq. Ft.	$17.60



PERSPECTIVE SKETCH

BERRY STREET

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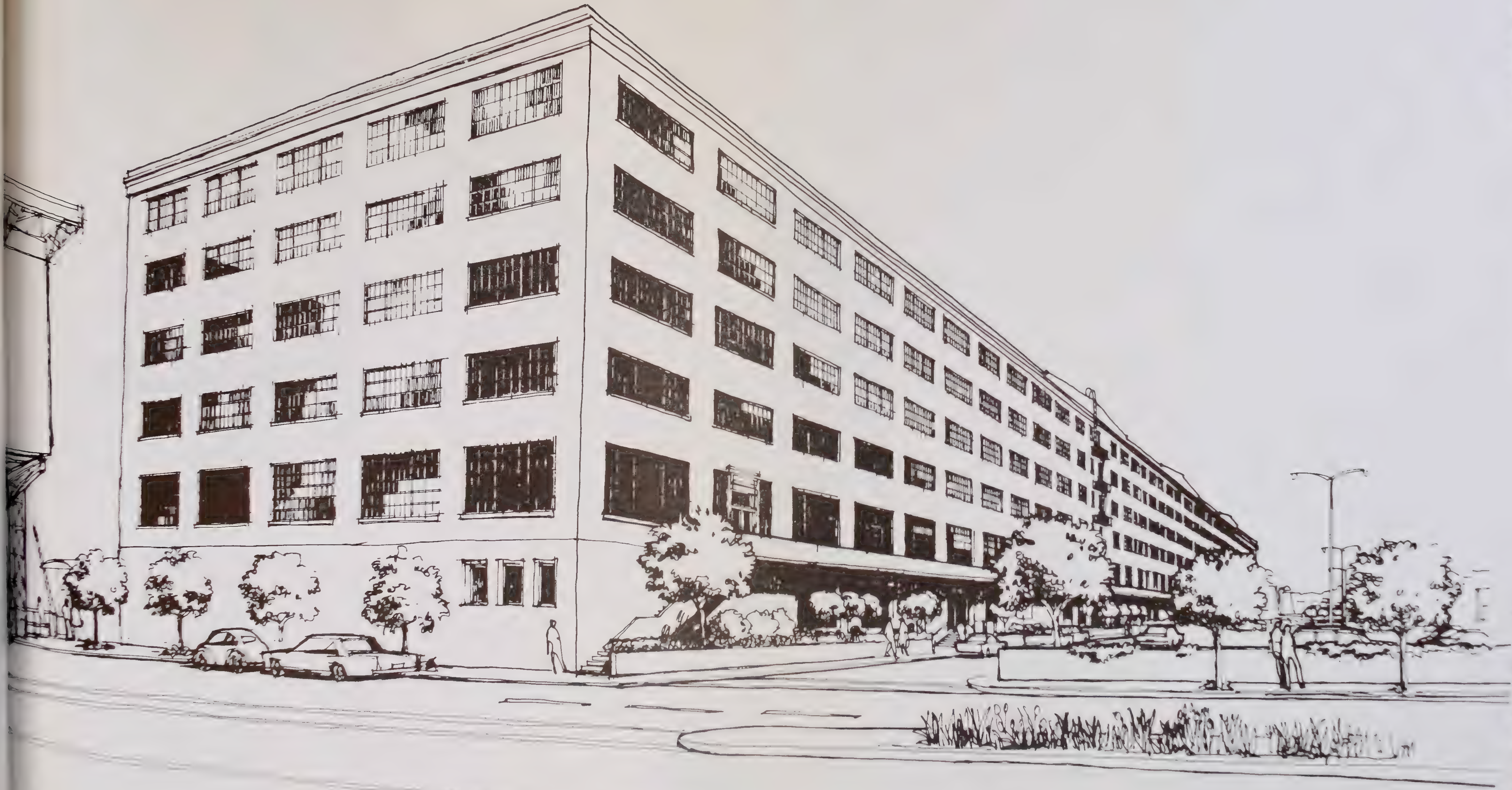
ARCHITECTS

BUILDING REHABILITATION STUDY
GREATER SAN FRANCISCO
CHAMBER OF COMMERCE



PERSPECTIVE SKETCH

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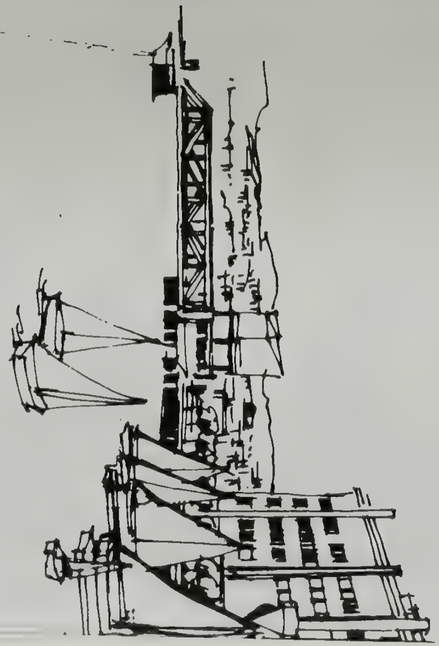
BUILDING
REHABILITATION
STUDY

GREATER SAN FRANCISCO
CHAMBER OF COMMERCE



BUILDING REHABILITATION STUDY
GREATER SAN FRANCISCO
CHAMBER OF COMMERCE

BERRY STREET

PERSPECTIVE SKETCH

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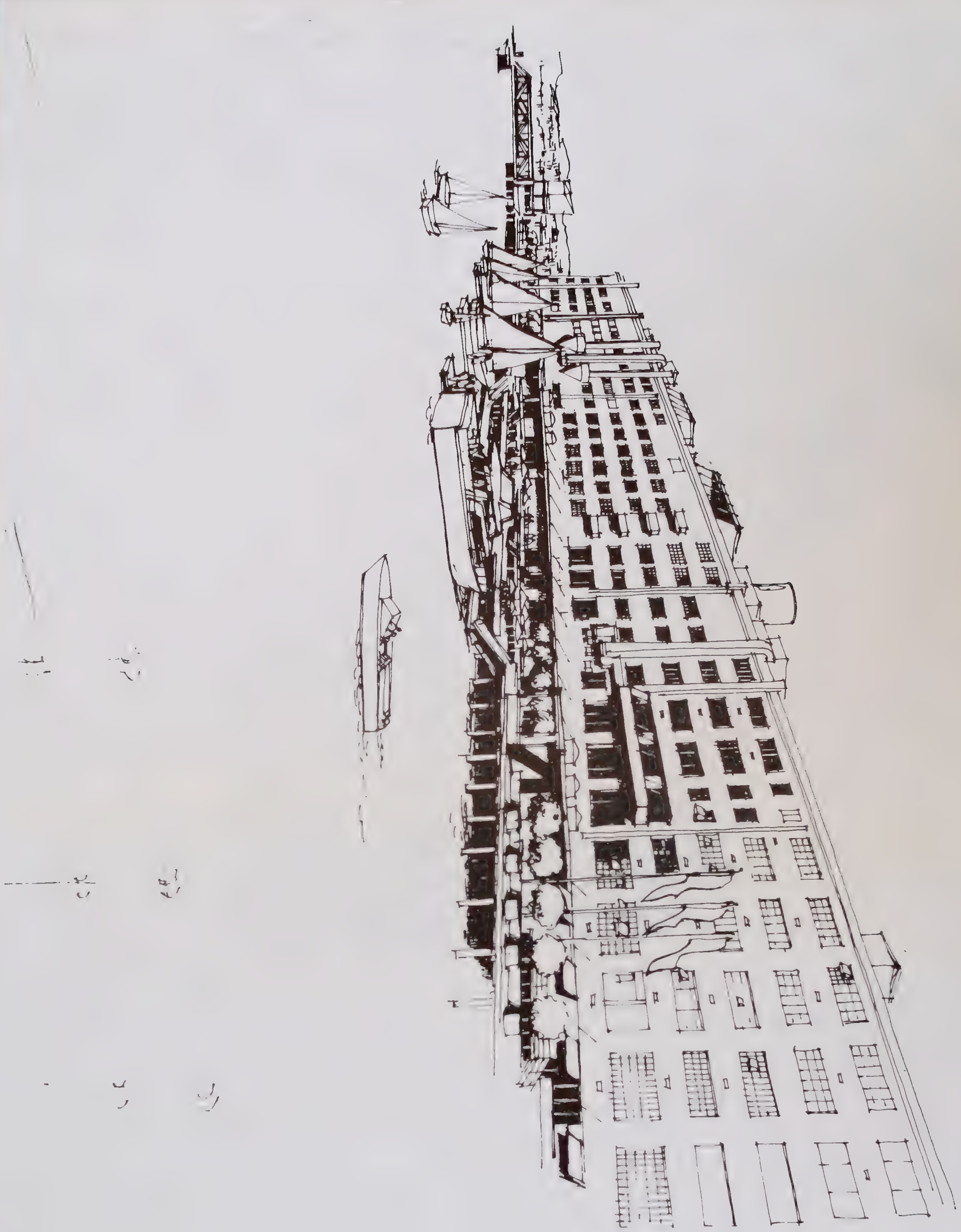

BUILDING REHABILITATION STUDY

GREATER SAN FRANCISCO
CHAMBER OF COMMERCE

BERRY STREET

PERSPECTIVE SKETCH

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BUILDING REHABILITATION STUDY

GREATER SAN FRANCISCO
CHAMBER OF COMMERCE

539 BRYANT ST.

539 BRYANT STREET

CONTENTS

Data Sheet 136

Neighborhood Analysis 137

Neighborhood Map 138

Description of Building 139

Code Analysis 144

Existing Floor Plans

- Basement 146
- First Floor 147
- Typical Upper Floor 148
- Roof 149

Building Section 150

Recommendations 151

Proposed Floor Plans

- First Floor 153
- Typical Upper Floor 154

Outline Specifications 155

Cost Estimate 159

Cost Analysis 160

Perspective Sketch 161

539 BRYANT STREET

DATA SHEET

Address:	539 Bryant Street	
Legal Description:	Assessor's Block 3777, Lot #41	
Building Type:	Type I	
Occupancy:	F-1 (Warehouse and Light Manufacturing)	
Number of Floors:	4 plus Basement	
Area of Lot:	125' x 160' (20,000 sq. ft.)	
Area of Building:	First Floor	20,000 sq.ft.
	Second Floor	15,000
	Third Floor	15,000
	Fourth Floor	15,000
		65,000 sq.ft.
	Basement	20,000
	Total	85,000 sq.ft.
Zoning Classification:	M-2	

539 BRYANT STREET

NEIGHBORHOOD ANALYSIS

Because of the freeway structure, and because of the heavy traffic on Bryant Street itself, Bryant acts as the edge of a neighborhood which extends to the south. There are pre-fire buildings, which are low brick structures, for the most part, plus a few more recent buildings which are multi-story.

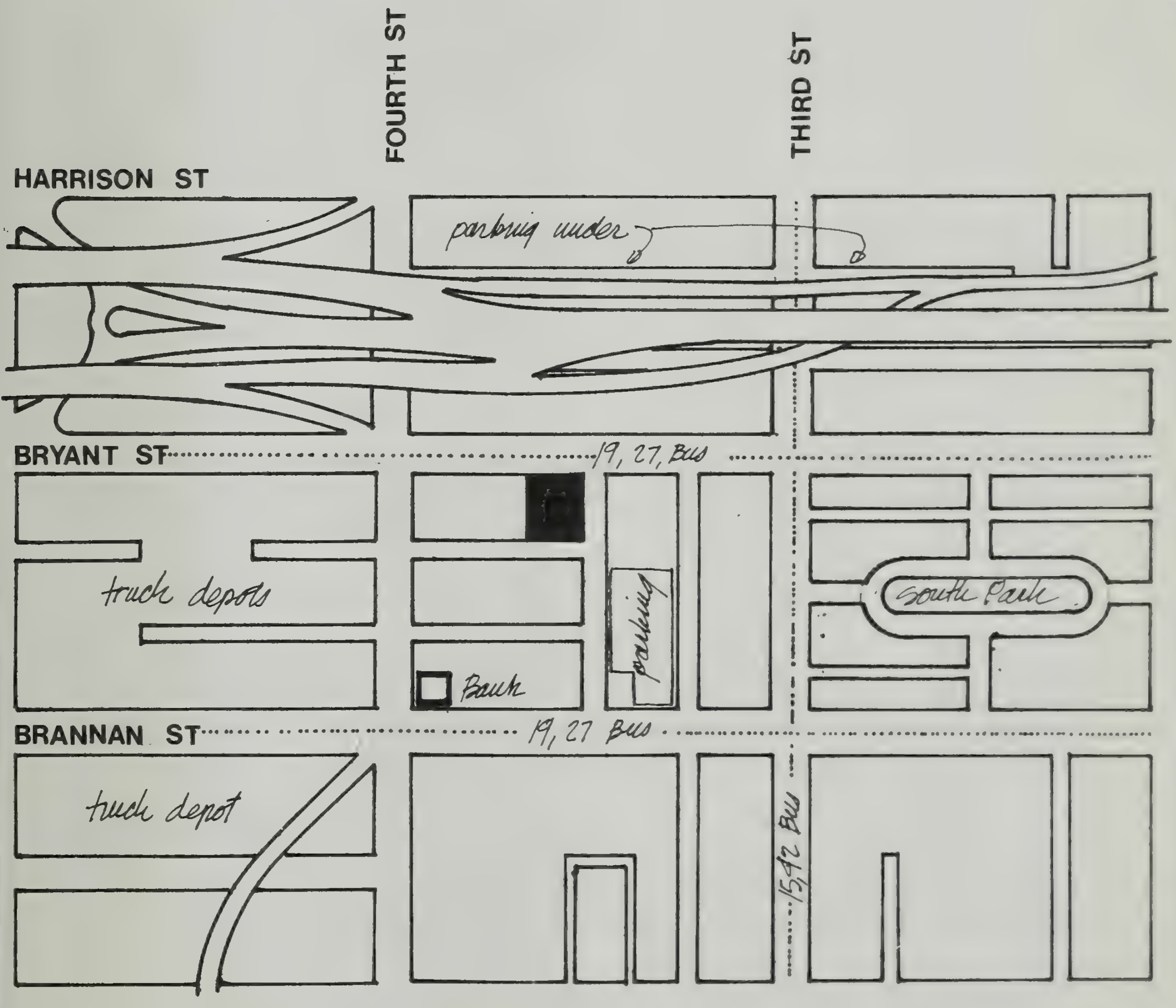
The blocks west of Fourth Street contain many truck depots, so they present an open appearance. The block east of Third Street is laced with alleys and streets, with South Park carved out of the middle, so that it is densely built up with old, small structures, including residential buildings around the park.

There is no rail access to this building. Excellent freeway access in all directions occurs in the block bounded by Bryant, Harrison, Fourth and Fifth Streets. Bryant Street is a very busy street, one-way east.

Public parking is available under the freeway, and in a lot on Brannan Street between Ritch and Zoe Streets.

The Municipal Railway (bus) lines 19 (Polk) and 27 (Noe) travel west on Brannan and east on Bryant. Lines 15, 30 and 42 travel north on Third and south on Second or Fourth.

There are some buildings near Third and Brannan which have been handsomely remodeled; the blocks between Brannan and Bryant seem to be in line for some upgrading and would lend themselves to an imaginative remodeling program.



NEIGHBORHOOD MAP

250 0 250 500 scale in feet

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539 BRYANT STREET

BUILDING REHABILITATION STUDY
GREATER SAN FRANCISCO CHAMBER OF COMMERCE

539 BRYANT STREET

DESCRIPTION OF BUILDING

Architectural:

539 Bryant Street is a reinforced concrete building with four floors and a basement, located on the southwest corner of Bryant and Zoe Streets. It was built about 1920 for Shreve and Co.

The basic plan of the upper floors is a "U" with the open side facing south; the ground floor covers the entire site and has a glass roof over the portion within the U-shaped light court.

Entrances:

At present the entrance is from Bryant Street with pedestrian and truck access sharing the same entryway. There is, in addition, a rolling overhead door at dock height on Zoe Street.

Fenestration:

The upper floors have a generous amount of glass in steel sash on the east and north, and glass block on the south and in the light court.

Stairs:

There are three stairs located within the building, one of which extends to the roof. One of them connects to the street (Welsh Street) in the rear; one connects with the building lobby. None of them are in legal enclosures.

Elevator:

There is a freight elevator. There are two very small elevator shafts, but they have no cabs and have been inoperative for a long time.

Interior:

All interior spaces are exposed concrete; there are no finished spaces. The building seems to have been reasonably well maintained.

539 BRYANT STREET

Exterior:

There has obviously been some leakage, and it is probably that the sash needs repair and caulking. The exterior of the building consists of masonry veneer which looks good, but which should be checked for proper adherence to the building.

The roofing looks recent. There is a large billboard structure on the roof.

Special Features:

The ground floor contains a large clear-span glass skylight at the light court. All floors have generous natural daylight.

539 BRYANT STREET

STRUCTURAL

The building has reinforced concrete ribbed roof and floor slabs, beams and columns; the exterior walls along Bryant and Zoe Streets consist of reinforced concrete columns and spandrels with brick veneer, and unreinforced brick infill below window sills; the remaining walls are reinforced concrete. The one-story high portion in the inner court is covered with a gabled glass roof over steel I-beams. There are several large brick vaults on all floors in good condition. A roof penthouse near Welsh Street contains a brick fireplace, which serves no purpose now and could topple in an earthquake.

The overall structural condition of the building is fairly good. There are numerous cracks in the floorslabs, some probably due to moderate overloading in the past, but no serious structural distress is indicated. An engineering report on the building prepared in 1963 states that the floors are capable of supporting a live load of 175 psf. Based on our observations we consider this somewhat high, 125 psf would be our recommendation; although accurate calculations cannot be made without extensive testing or without perusing detailed original construction drawings. Only a few original floor plans with incomplete information are now available.

The lateral load resisting capacity of the building is difficult to assess. There are numerous conditions in this structure that are undesirable from the standpoint of current earthquake-resistant design. The most significant of these is that the brick vaults, located in an irregular pattern are elements of great stiffness and are integral with the building, but are neither reinforced nor properly anchored to the structure to resist the forces tributable to them. The concrete walls enclosing the stairways and elevators tend to act in a similar manner to a lesser extent. Diagonal cracks observed on one of the stairshafts are possible indications of stress concentration during a previous earthquake. This means that in a strong earthquake local damage would probably occur to the vaults and to the structure in the vicinity of them. Neglecting the vaults, however, the reinforced concrete structure would offer horizontal load resistance in the range of the Riley Act standards, thus we see no major structural Code obstacles to remodeling and continued use of the building in Type F occupancy. Removal of the vaults from at least the upper stories of the building, as proposed by this report, would be structurally desirable.

539 BRYANT STREET

Another poor detail from a lateral load standpoint is the existence of brick infill below windows of the main exterior walls. Without being adequately anchored to the concrete piers these can become hazards in a strong earthquake. We recommend providing some means of continuous reinforcement along the top of the infill walls.

539 BRYANT STREET

EXISTING MECHANICAL & ELECTRICAL SYSTEMS

Heating:

The existing basement boiler plant and heating system is no longer operable and will be abandoned.

Plumbing:

The existing plumbing fixtures are unserviceable and/or inadequate and will be abandoned, as well as the piping thereto.

There is an existing wet standpipe system but no fire sprinkler system. Gas service is existing and of ample capacity. On the basis of original plumbing fixtures the water service is adequate.

Electrical:

The lighting system is minimal with one socket and bare lamp per bay. The main switchboard and distribution system is inadequate and the entire installation will be abandoned.

539 BRYANT STREET

CODE ANALYSIS

Building Code and Planning Code requirements vary according to the type of building and its occupancy. In the present case, the building type is known. The following code requirements for this building type are plotted against possible occupancies, and against the existing conditions.

It must be noted that the code requirements can only be invoked against an existing building when a change in occupancy or major structural alteration is contemplated. If the use changes, but within the same occupancy division (i.e., within F-1, from warehouse to light manufacturing) the building must be made to conform to those code provisions which are affected by the increase in occupant load (stairs, exits, toilets, etc.)

If the occupancy changes from one division to another, such as from F-1 to F-2 (light manufacturing to office building) then substantial conformance to the code provisions would be enforced, including structural provisions.

The area and height limitations as found in the zoning code would be applicable in this analysis if major additions to either the area or the height were to be a consideration. However, since this would be out of the scope of this report, the area and height considerations in the analysis are only within context of the Building Code.

539 BRYANT STREET

Building Type: I	Occupancy F-1 Allowable and Required	Actual
1. Height	Unlimited	4 floors
2. Area	Unlimited	85,000 sq.ft. (including basement)
3. Legal Exits from each Floor	2	0
4. Exits from Building	3	2
5. Smokeproof Tower	Not Required	None Provided
6. Light and Ventilation	1,500 sq.ft. windows ea. fl. (Typical)	3,900 sq.ft.
7. Sanitation	8 w.c. 4 urinals 5 lavs.	23 w.c. 4 urinals 16 lavs.
8. Off-street Parking	43 cars	0
9. Off-street Loading	2	1

BUILDING REHABILITATION STUDY

GREATER SAN FRANCISCO
CHAMBER OF COMMERCE

539 BRYANT STREET - BASEMENT

EXISTING FLOOR PLANS

5 0 5 10 20 30 40 50 scale in feet

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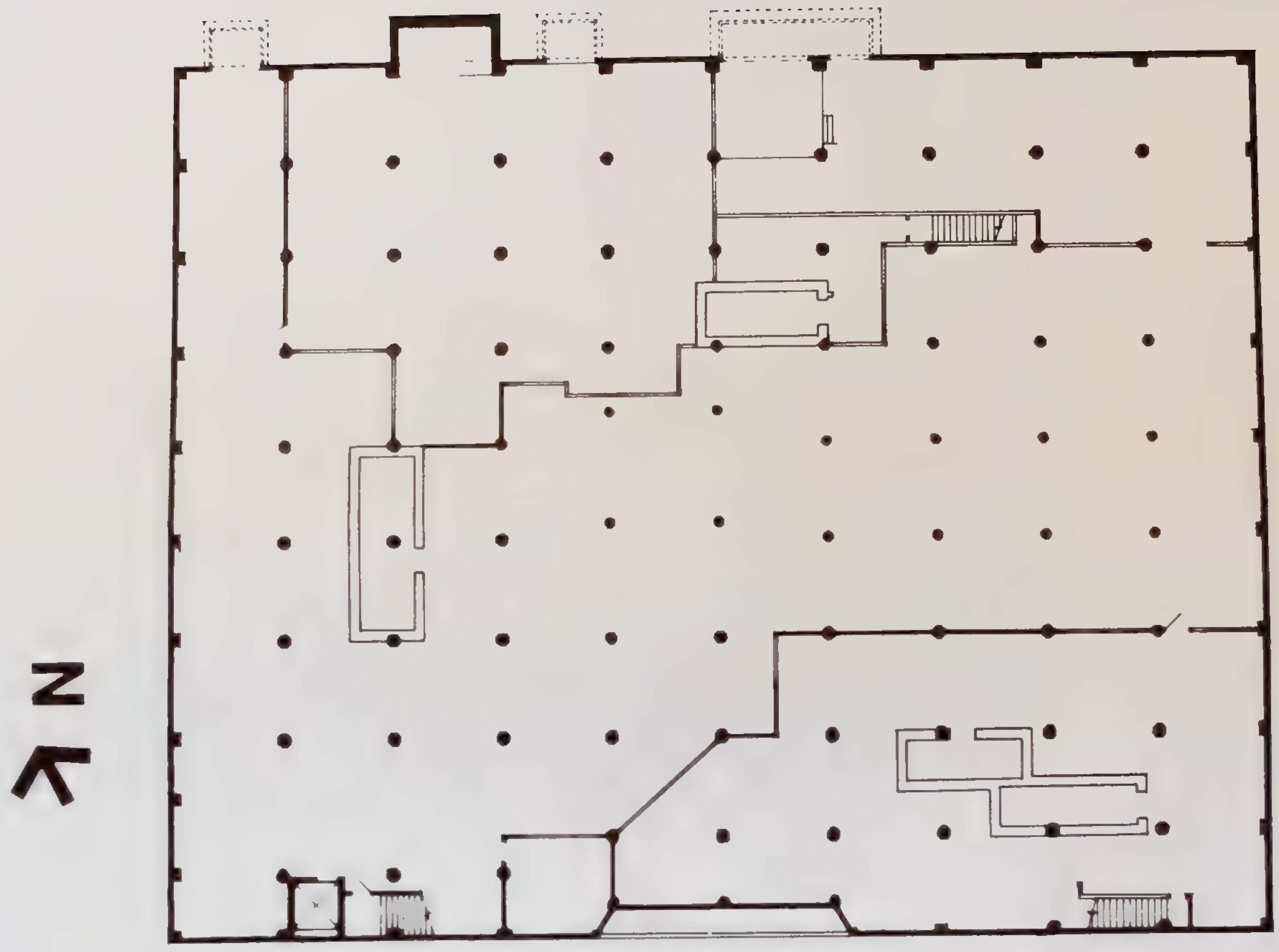
ARCHITECTS



BUILDING REHABILITATION STUDY
GREATER SAN FRANCISCO CHAMBER OF COMMERCE

539 BRYANT STREET - BASEMENT

EXISTING FLOOR PLANS

5 0 5 10 20 30 40 50 scale in feet

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BUILDING REHABILITATION STUDY
GREATER SAN FRANCISCO
CHAMBER OF COMMERCE

539 BRYANT STREET - FIRST FLOOR

EXISTING FLOOR PLANS
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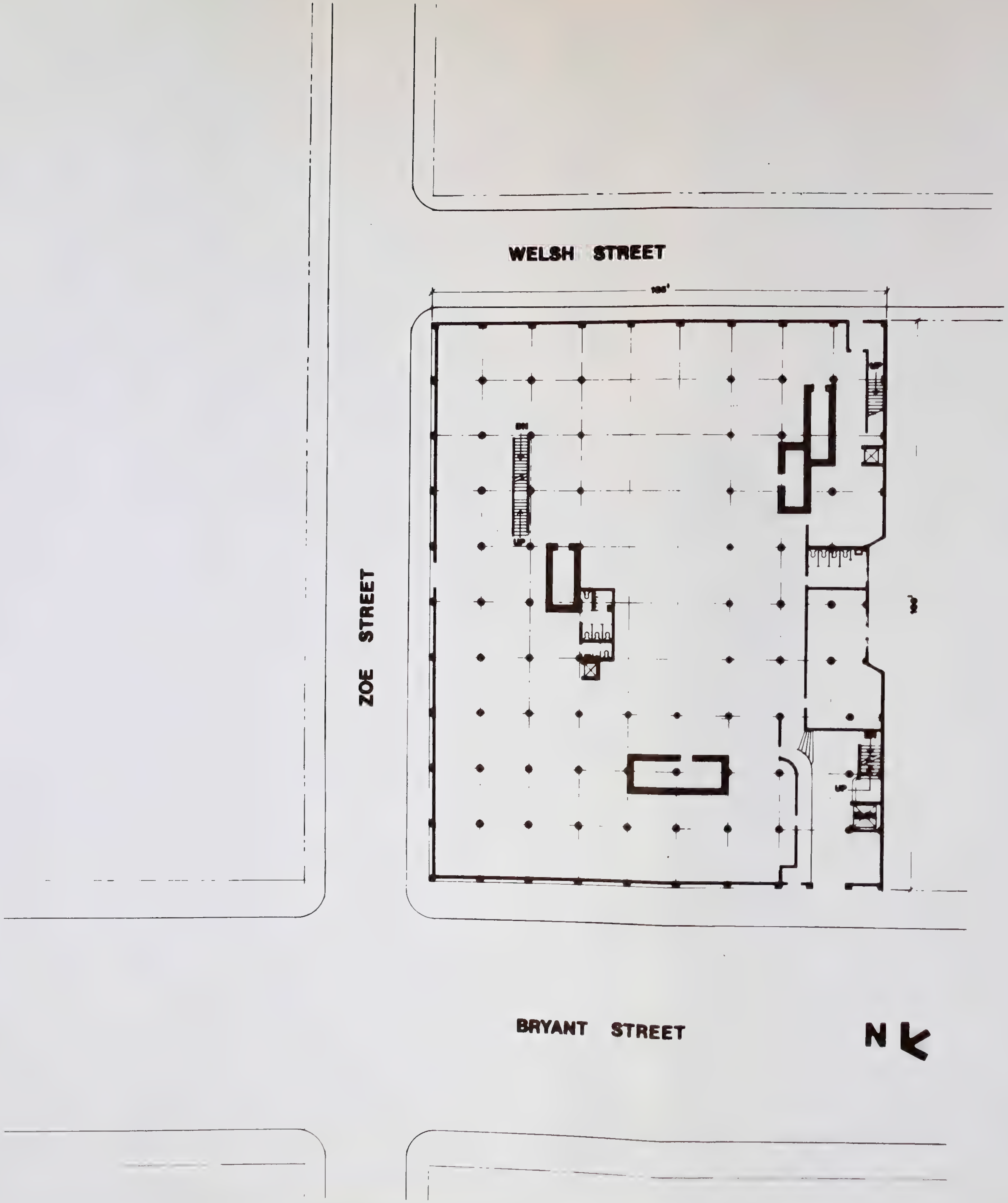

BUILDING REHABILITATION STUDY

GREATER SAN FRANCISCO CHAMBER OF COMMERCE

539 BRYANT STREET - FIRST FLOOR

EXISTING FLOOR PLANS

5 0 5 10 20 30 40 50 scale in feet

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BUILDING REHABILITATION STUDY GREATER SAN FRANCISCO CHAMBER OF COMMERCE

539 BRYANT STREET
-TYPICAL UPPER FLOOR

EXISTING FLOOR PLANS
5 0 5 10 20 30 40 50 scale in feet
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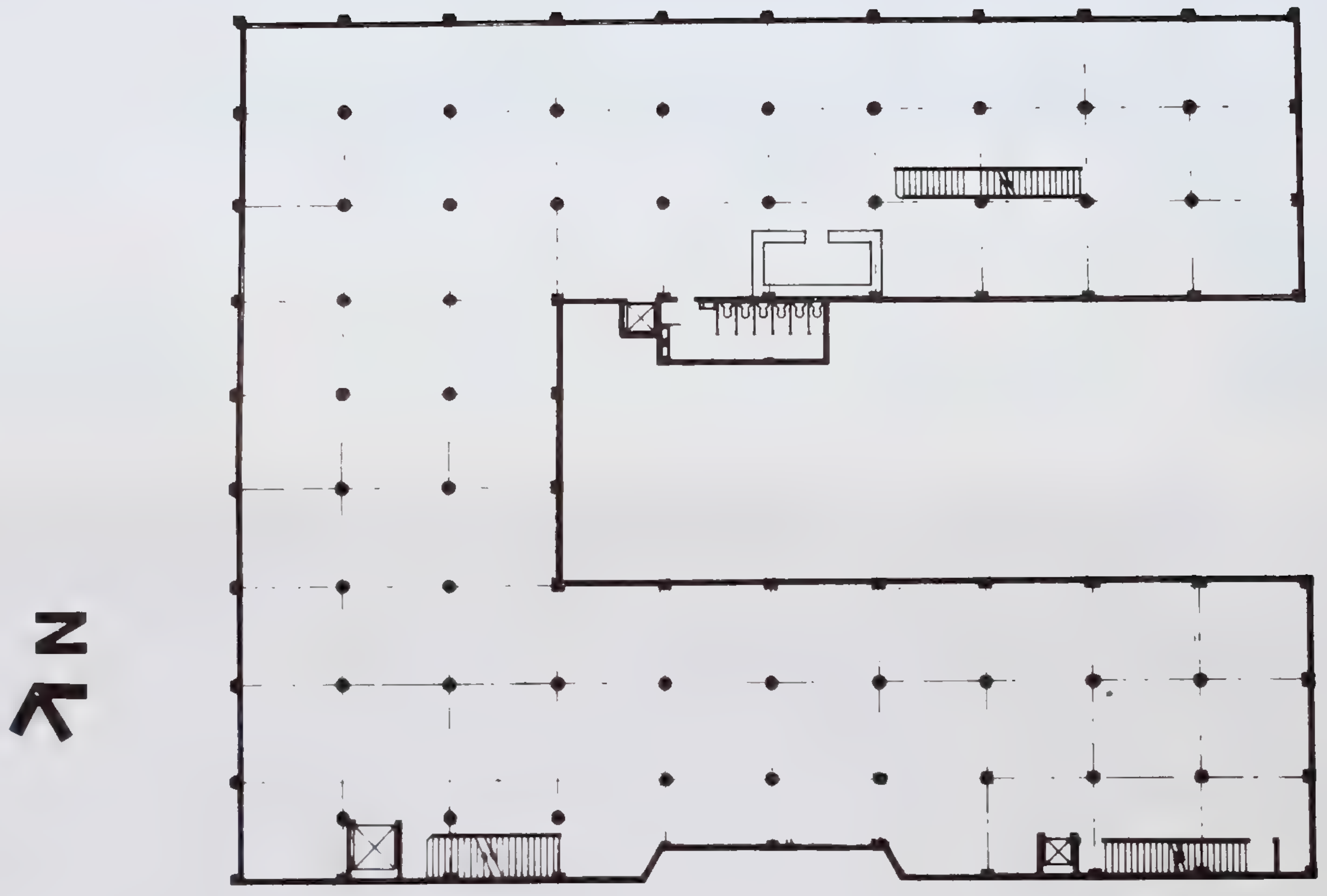

BUILDING REHABILITATION STUDY GREATER SAN FRANCISCO CHAMBER OF COMMERCE

539 BRYANT STREET
-TYPICAL UPPER FLOOR

EXISTING FLOOR PLANS
5 0 5 10 20 30 40 50 scale in feet
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**BUILDING
REHABILITATION
STUDY**
GREATER SAN FRANCISCO
CHAMBER OF COMMERCE

539 BRYANT STREET-ROOF PLAN

EXISTING FLOOR PLANS
5 0 5 10 20 30 40 50 scale in feet
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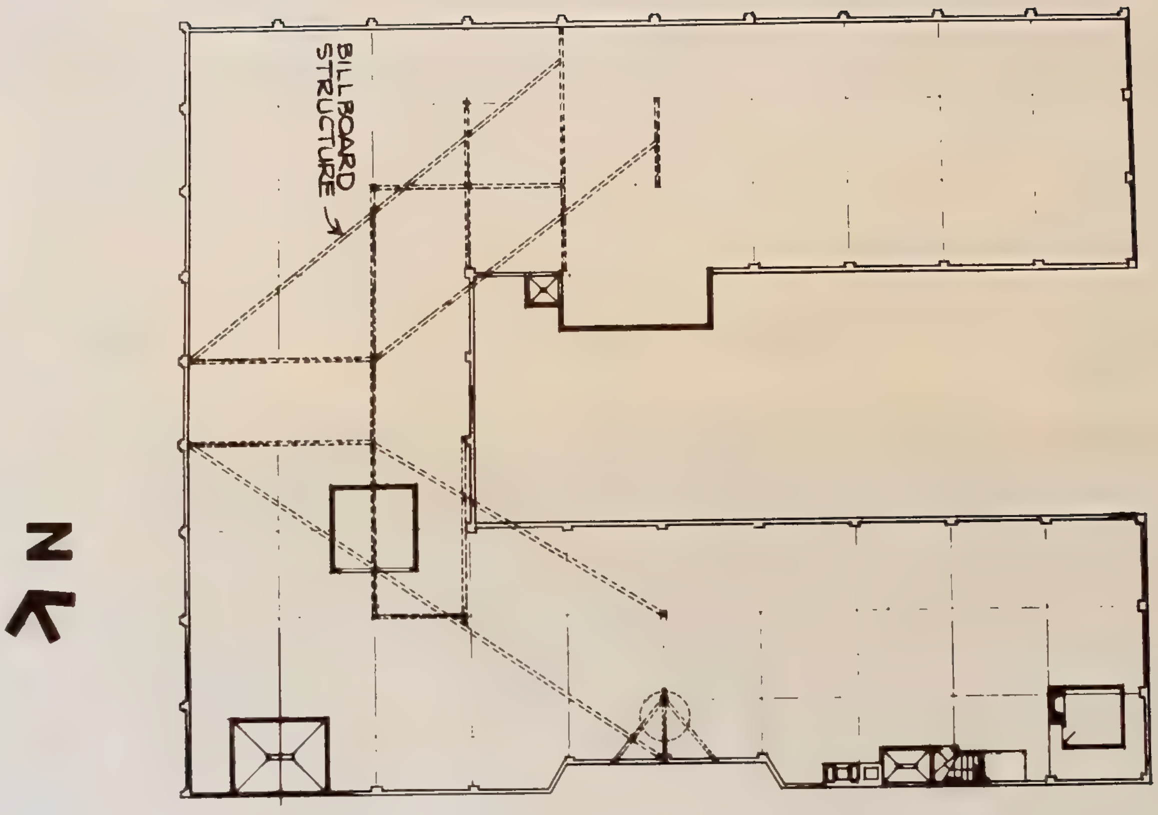
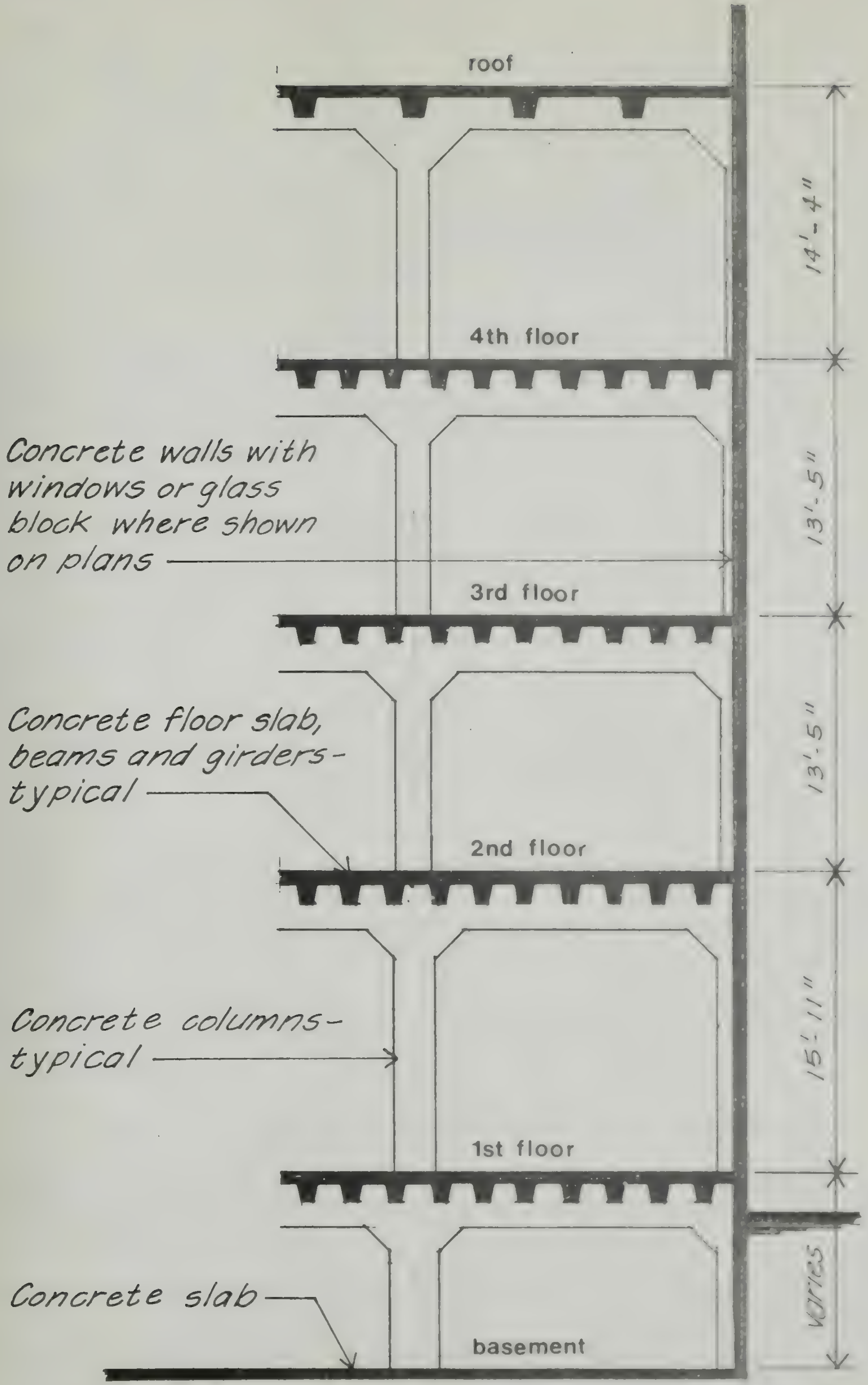


539 BRYANT STREET-ROOF PLAN

BUILDING SECTIONS



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539 BRYANT STREET

BUILDING
REHABILITATION
STUDY
GREATER SAN FRANCISCO
CHAMBER OF COMMERCE

539 BRYANT STREET

RECOMMENDATION

Two factors limit the use of this building as it presently stands. These are the lack of adequate passenger elevators and stairs, and the inadequacy of parking.

For any use of the building, new elevators and proper stair enclosures must be built. There is nothing that can be done on-site to alleviate the parking problem. Fortunately, there is bus service and parking available a block away, so that this should not be a serious drawback to use of the building.

As the building is now situated, the only truck access is on Bryant Street, and is in conflict with pedestrian access. Bryant Street is a very busy street; it is undesirable to add any truck maneuvering in this street.

Possible Uses:

1. Warehouse: The upper floors of this building have most recently been used for storage; this use is limited due to the inadequacy of the elevators, and the difficulty of truck maneuverability and access.
2. Light Manufacturing: This building is very well suited to manufacturing of small items such as garment manufacturing or graphic arts. There is an abundance of natural light which would be very desirable for bench work during daylight hours.

The plan of the upper floors lends itself naturally to division into areas of between 4000-4500 sq. ft., or could be used as a total area of 15,000 sq. ft.

In any case, the following improvements are recommended:

Lobby: The lobby should be revised as shown, limiting the Bryant Street lobby to foot traffic. A new entrance to the building should be provided.

Truck Access: A new truck dock should be provided at Welsh Street.

Vertical Circulation: A new passenger elevator should be provided in the present shaft, with a new freight elevator being provided.

539 BRYANT STREET

Stairs: The stairs must be enclosed in legal enclosures, rather than make legal the badly placed stair in the east wing. Another means of egress should be provided from this area.

Exterior Treatment: All sash should be recaulked, and the exterior walls inspected for leaks.

Conclusion:

As with most buildings in this study, the largest drawback to an efficient use of this very handsome building is lack of parking. With parking, this building's use would be almost unlimited, even to the use of the ground floor as retail space.

There is a certain amount of parking available in the neighborhood, and bus transportation is available, so that employees can be accommodated. The quality of the space in the building, once it is accessible, should be quite desirable.

BUILDING REHABILITATION STUDY
GREATER SAN FRANCISCO
CHAMBER OF COMMERCE

539 BRYANT STREET- FIRST FLOOR

PROPOSED FLOOR PLANS
5 0 5 10 20 30 40 50 scale in feet
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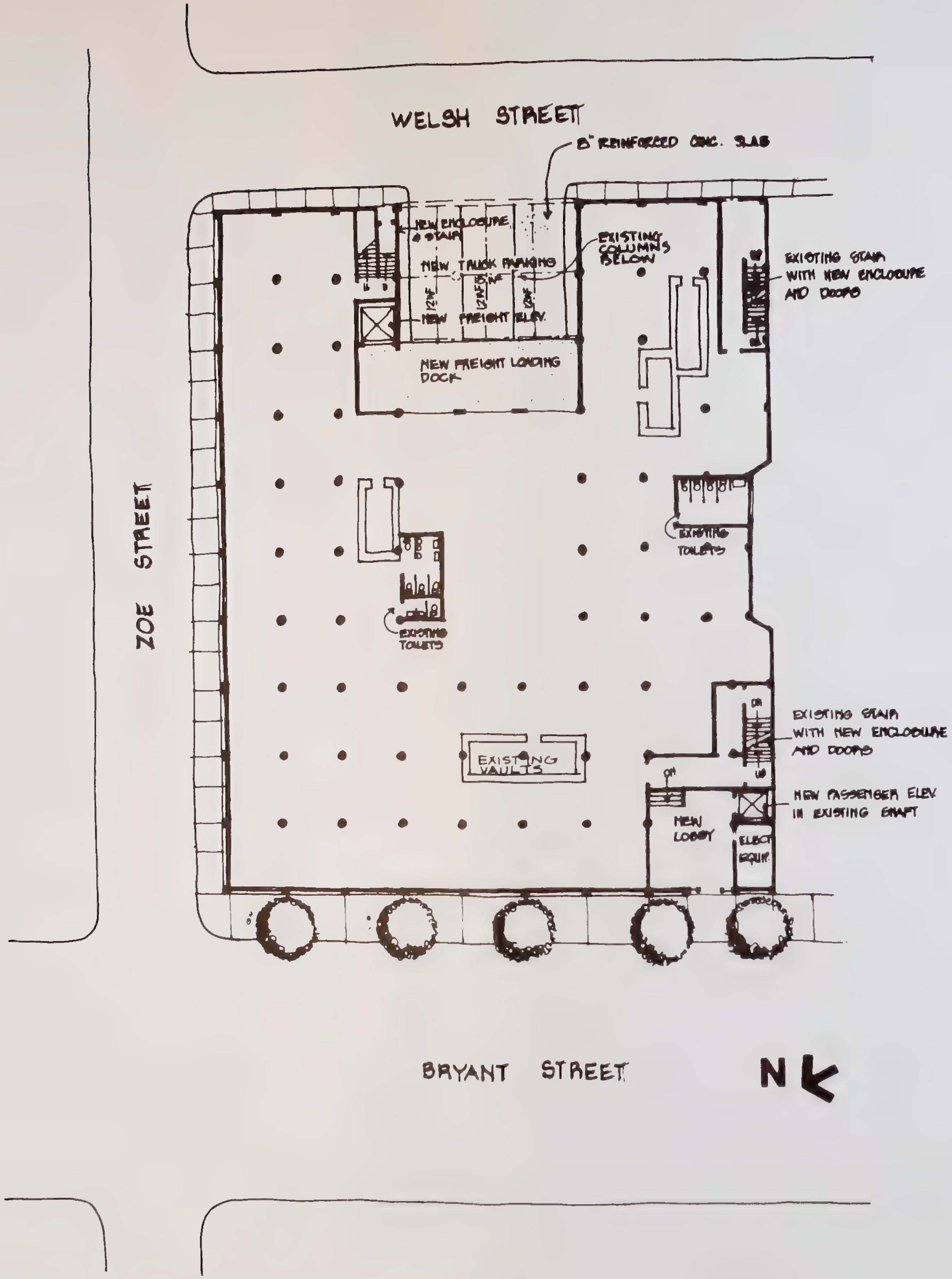

PROPOSED FLOOR PLANS

5 0 5 10 20 30 40 50 scale in feet

WURSTER, BERNARDI & EMMONS, INC.
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539 BRYANT STREET - FIRST FLOOR

BUILDING
REHABILITATION
STUDY
GREATER SAN FRANCISCO
CHAMBER OF COMMERCE

BUILDING
REHABILITATION
STUDY GREATER SAN FRANCISCO CHAMBER OF COMMERCE

539 BRYANT STREET

- TYPICAL UPPER FLOOR

PROPOSED FLOOR PLANS

5 0 5 10 20 30 40 50 scale in feet

WURSTER, BERNARDI & EMMONS, INC.
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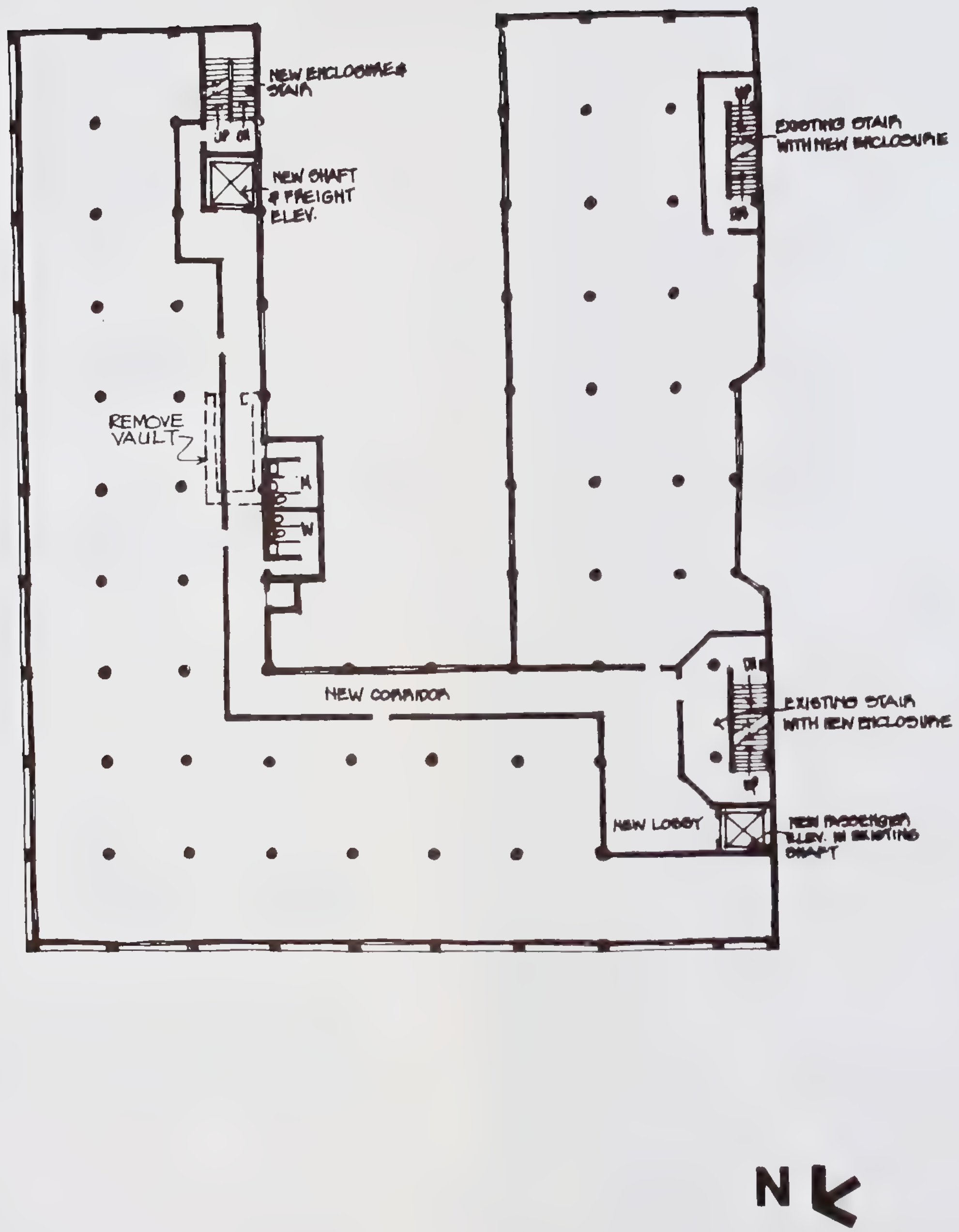

NEW ENCLOSURE & STAIR
UP DN
NEW SHAFT & FREIGHT ELEV.
REMOVE VAULT
M
W
NEW CORRIDOR
EXISTING STAIR WITH NEW ENCLOSURE
UP
DN
EXISTING STAIR WITH NEW ENCLOSURE
NEW LOBBY
NEW PASSENGER ELEV. IN EXISTING SHAFT
N

PROPOSED FLOOR PLANS

5 0 5 10 20 30 40 50 scale in feet

WURSTER, BERNARDI & EMMONS, INC.
ARCHITECTS

539 BRYANT STREET

- TYPICAL UPPER FLOOR

BUILDING REHABILITATION STUDY

GREATER SAN FRANCISCO CHAMBER OF COMMERCE

539 BRYANT STREET

OUTLINE SPECIFICATION

Purpose:

The purpose of this outline is to define in as much detail as possible, the scope of work and to establish standards where possible, for the work recommended within the body of this report.

I. SITE WORK

A. Pave new truck loading dock area.

B. Plant appropriate trees along sidewalks as shown on drawings.

II. BUILDING SHELL

A. Structure:

1. Construction as required for extension of and alteration to concrete platform at Bryant Street entrances as shown on drawings.
2. Demolish part of existing one-story glass-roofed court structure and construct a new truck loading dock as shown on the drawings.
3. Construction as required at openings in slabs for new stairs and freight elevator.
4. Remove brick fireplace from roof.
5. Provide continuous steel angle 4" x 4" x 1/4" along the top of brick infill walls along Bryant and Zoe Streets and anchor them both to the walls and concrete columns by grouted anchor bolts.
6. Repair concrete spalls at the southeast wall corner, and at other locations where similar damage is observed.

B. Walls:

1. Vestibule enclosure walls of gypsum board each side of metal studs are to be built at all stairs and elevators.

2. Circulation corridors connecting wings, stairs and elevators to be constructed at each level. (1-hour partitions as noted above.)

3. New toilet room partitions as shown on drawings.

4. Two-hour enclosure walls at new stairs and elevator.

III. MISCELLANEOUS

A. Doors and frames as required for new work.

B. Metal overhead doors at new freight dock area.

C. Non-absorbent wainscotting on walls at toilet rooms.

D. Hardware for new doors as required.

E. New vinyl flooring at elevator lobbies, corridors, and toilet rooms.

F. Painting:

   1. Interior: New walls, doors, etc.; toilet rooms, all public areas.

   2. Exterior: New work at truck loading dock.

   3. Repaint steel sash.

   4. New miscellaneous metals: railings, stairs, etc.

G. Remove existing frame structure with fireplace on southwest corner of the roof.

H. Remove existing stairs in east wing above the first floor and patch openings.

I. New stairs: Steel stringers and landing supports with pre-cast concrete treads and landings.

J. Anodized aluminum storefront windows and entrance doors at new wall opening for former truck dock.

IV. VERTICAL TRANSPORTATION

A. New passenger elevator with 2500# capacity and 300 f.p.m. operation to go in existing shaft at Bryant Street entrance.

B. New freight elevator with 5000# capacity to service 4 floors plus basement, located as shown on the drawings.

V. PROPOSED MECHANICAL AND ELECTRICAL WORK

A. Heating:

A new boiler plant shall be installed consisting of two gas fired hot water boilers manifolded in the basement using existing flue. Each boiler shall be rated 1500 MBH output.

The circulation system shall include a 300 GPM pump with a reverse return loop around the perimeter of the basement. From this loop four supply and return risers will be taken off at each corner of the building and shall extend to the ceiling of the top floor with a flow adjusters at base and valved outlets at each floor. Maximum size of main loop to be 4" diameter, and base of risers to be 3" diameter.

Terminal units and piping thereto shall be installed at the direction of, or by, the tenants to meet their individual requirements. The basic system is predicated on the use of propeller type hot water unit heaters for heating and air circulation in conjunction with operable casements and natural cross ventilation. There is, however, an inherent flexibility of the system to provide for a variety of terminal units including radiation and ventilation systems as desired.

B. Plumbing:

Install new plumbing fixtures and copper water distribution systems with soil waste, and vent piping to closest existing building drainage system. Install an electrical water heater of 40 gallon capacity in closet adjacent to each toilet room area. Install a new wet standpipe system or modify existing to meet building code.

C. Electrical:

Install a new underground electric service, 3-phase 480 volts, and replace existing switchboard with a new floor mounted deadfront cubicle type switchboard with 800 amp main breaker, metering and distribution section. Install a 3-phase 4-pole bus duct from main switchboard to 277/480 volt panelboards at each floor for lighting. Lighting panelboards shall be sized to serve a lighting system incorporating open type fluorescent fixtures designed to provide 80 FC. Install a 37-1/2 KVA 490V-120/208V, 3-phase, 4-wire dry type transformer at each floor with panelboard for power.

Branch circuit wiring for light and power in exposed conduit shall be installed at the direction of, or by, the tenants to suit their individual requirements.

As this is a multiple occupancy building with undetermined tenant areas, all utilities will be centrally metered with proportionate tenant assessments.

VI. ALTERNATES

A. For aesthetic reasons and to improve the Cityscape, we strongly urge removal of the signs on the roof.

B. Remove tanks on the roof.

SINCE 1894
IRA W. COBURN, INC.
BUILDERS
2440 MARIPOSA STREET
SAN FRANCISCO, CALIFORNIA 94110
(415) 552-0900

539 BRYANT STREET

ESTIMATE OF CONSTRUCTION COST

Demolition, Concrete, Carpentry	$ 30,800.00
Sheetrock Partitions	30,000.00
Caulk & Tuck Point	20,000.00
Heating & Plumbing	160,000.00
Electrical	50,900.00
Elevators	45,000.00
Pre-cast Concrete	15,000.00
Aluminum Entrance	1,600.00
Glass Breakage	500.00
Painting	19,410.00
Trees	5,500.00
Ceramic Tile	6,000.00
Reroof	6,000.00
Toilet Partitions	2,500.00
Millwork	4,000.00
Finish Hardware	1,500.00
Resilient Floors	4,500.00
Stairwell Doors	4,500.00
Plaster Ceilings Corridors	11,250.00
Brick Wall Reinforcing	10,640.00
Loading Dock	20,660.00
Sidewall & Drop Curb	1,000.00
Roll-up Door	5,500.00
Railings, Bath Accessories, Fire Hose Cabinets	---
Lobby Decorations, etc.	10,000.00
Supervision, Barricades, Clean Up, Tools, Debris	---
Boxes, Trucks, Utilities	50,200.00
	$516,960.00
Overhead 5%	25,848.00
Builders Fee 10%	51,696.00
Lia. & Comp. Ins. & Payroll taxes	21,443.00
Permit	2,200.00
	$618,147.00

539 BRYANT STREET

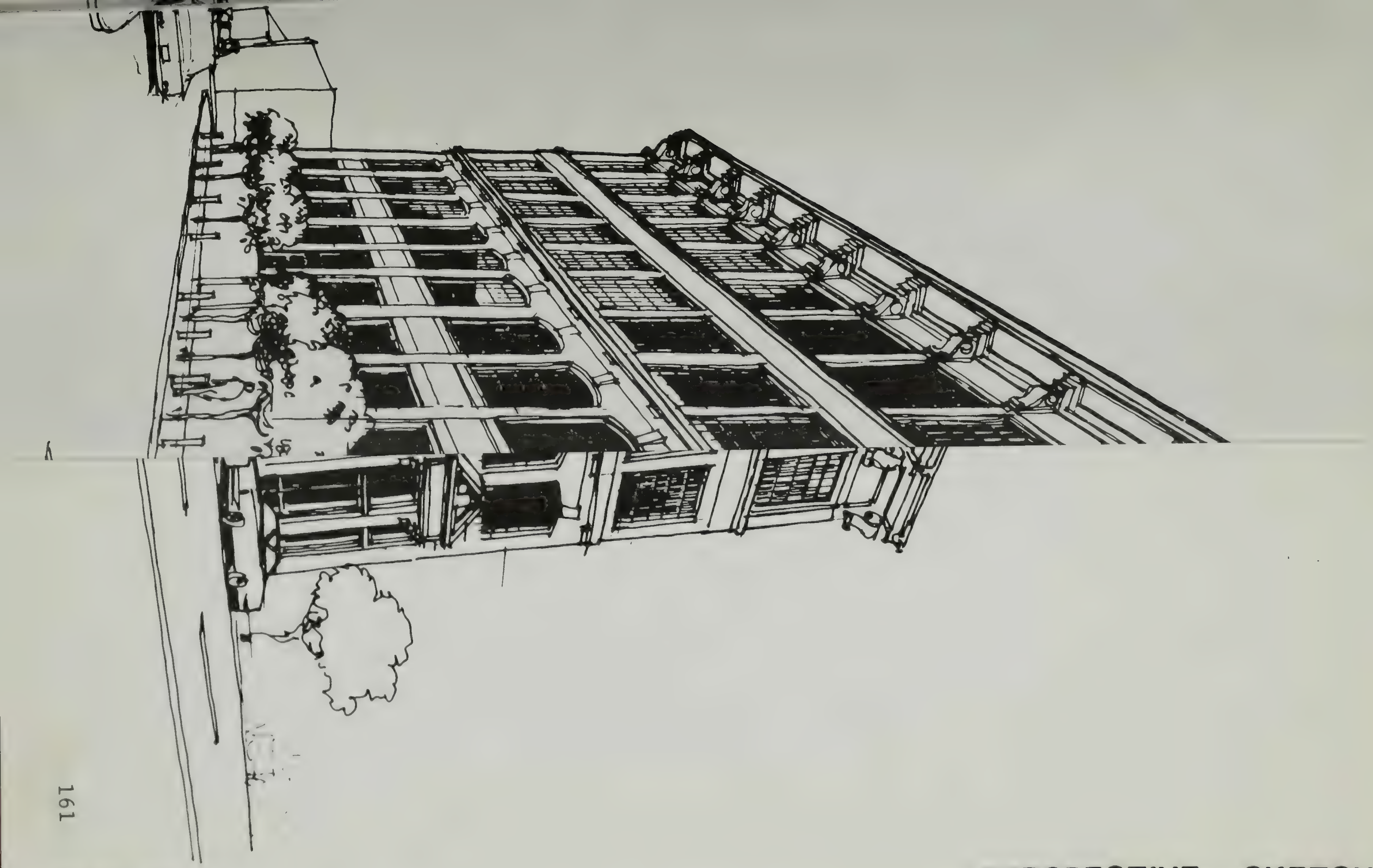
COST ANALYSIS

Existing Area to be Improved (4 Floors)	65,000 Sq. Ft.

(Approximately 15,000 Sq. Ft. of Basement Available for Storage)

Estimated Cost of Improvements	$618,147.00
Estimated Cost Per Sq. Ft.	$9.50

Assessed Value of Building X 4 ($41,750 X 4)	$167,000.00
Total Value of Building after Improvements	$785,147.00
Total Value Per Sq. Ft.	$12.10



BUILDING
REHABILITATION
STUDY
GREATER SAN FRANCISCO
CHAMBER OF COMMERCE

539 BRYANT STREET

PERSPECTIVE SKETCH

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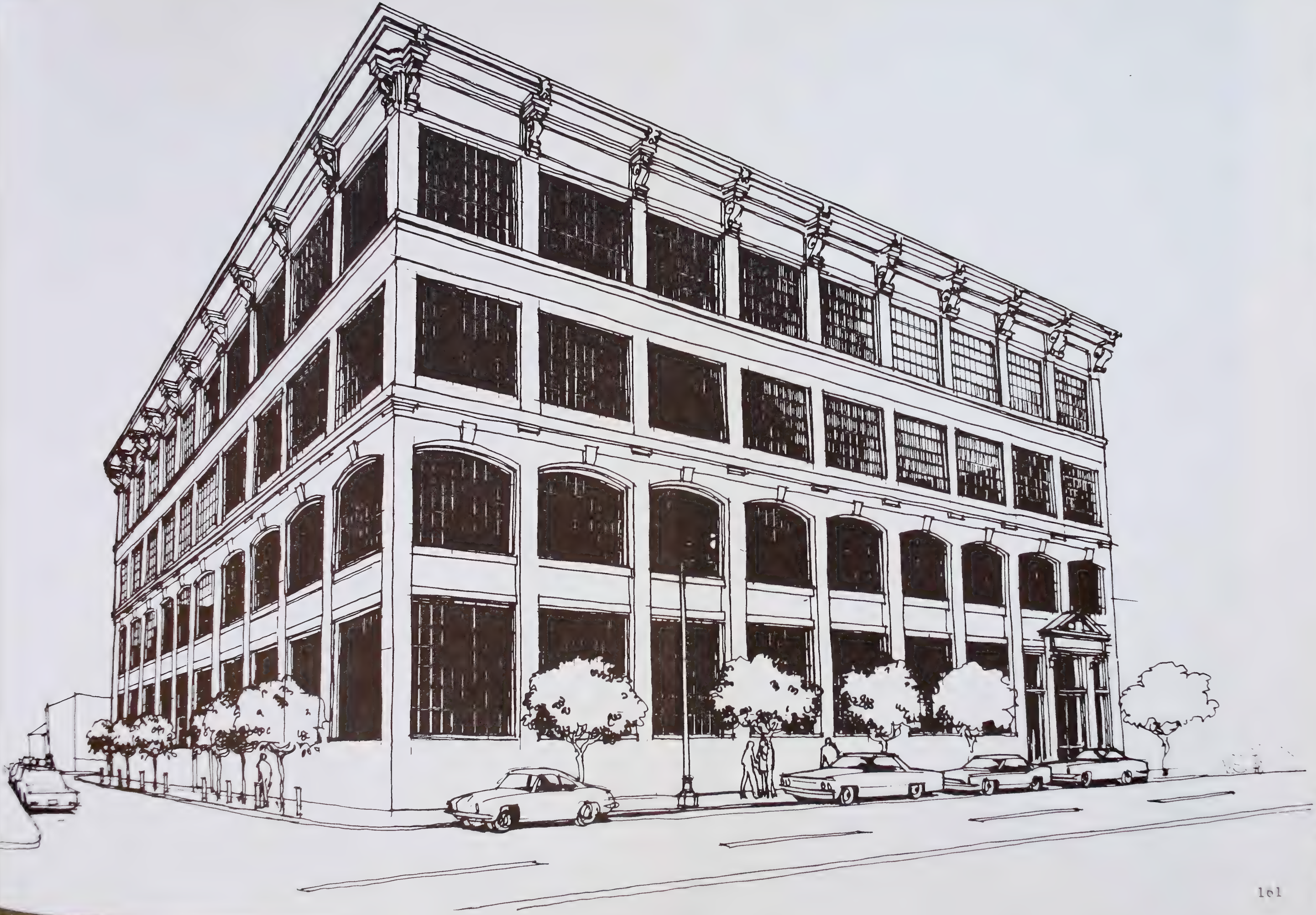

PERSPECTIVE SKETCH

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539 BRYANT STREET

BUILDING
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BUILDING REHABILITATION STUDY

GREATER SAN FRANCISCO
CHAMBER OF COMMERCE

1380
HOWARD ST.

1380 HOWARD STREET

CONTENTS

Data Sheet 164

Neighborhood Analysis 165

Neighborhood Map 166

Description of Building 167

Code Analysis 170

Existing Floor Plans

- Basement 172
- First Floor 173
- Mezzanine 174
- Third Floor 175
- Roof 176

Building Section 177

Recommendations 178

Proposed Floor Plans

- First Floor 179
- Typical Upper Floor 180
- Roof 181

Outline Specifications 182

Cost Estimate 187

Cost Analysis 188

Perspective Sketch 189

1380 HOWARD STREET

DATA SHEET

Address:	1380 Howard Street (Tenth and Howard Streets)	
Legal Description:	Assessor's Block 3509, Lot #11	
Building Type:	Type II-B	
Occupancy:	F-2 (Office Building)	
Number of Floors:	4 plus Basement and Penthouse	
Area of Lot:	16,880	
Area of Building:	First Floor	16,880 Sq.Ft.
	Second Floor	12,715
	Third Floor	16,880
	Fourth Floor	16,880
	Penthouse	2,690
	Usable Area	66,045 Sq.Ft.
	Basement	19,400
	Total Area	85,445 Sq.Ft.
Zoning Classification:	C-M	

1380 HOWARD STREET

NEIGHBORHOOD ANALYSIS

This neighborhood gives an impression of fairly intensive and active use, with service and backup facilities for the major retail area north of Market Street.

Both Tenth and Howard are very busy, wide streets; Tenth is one-way south.

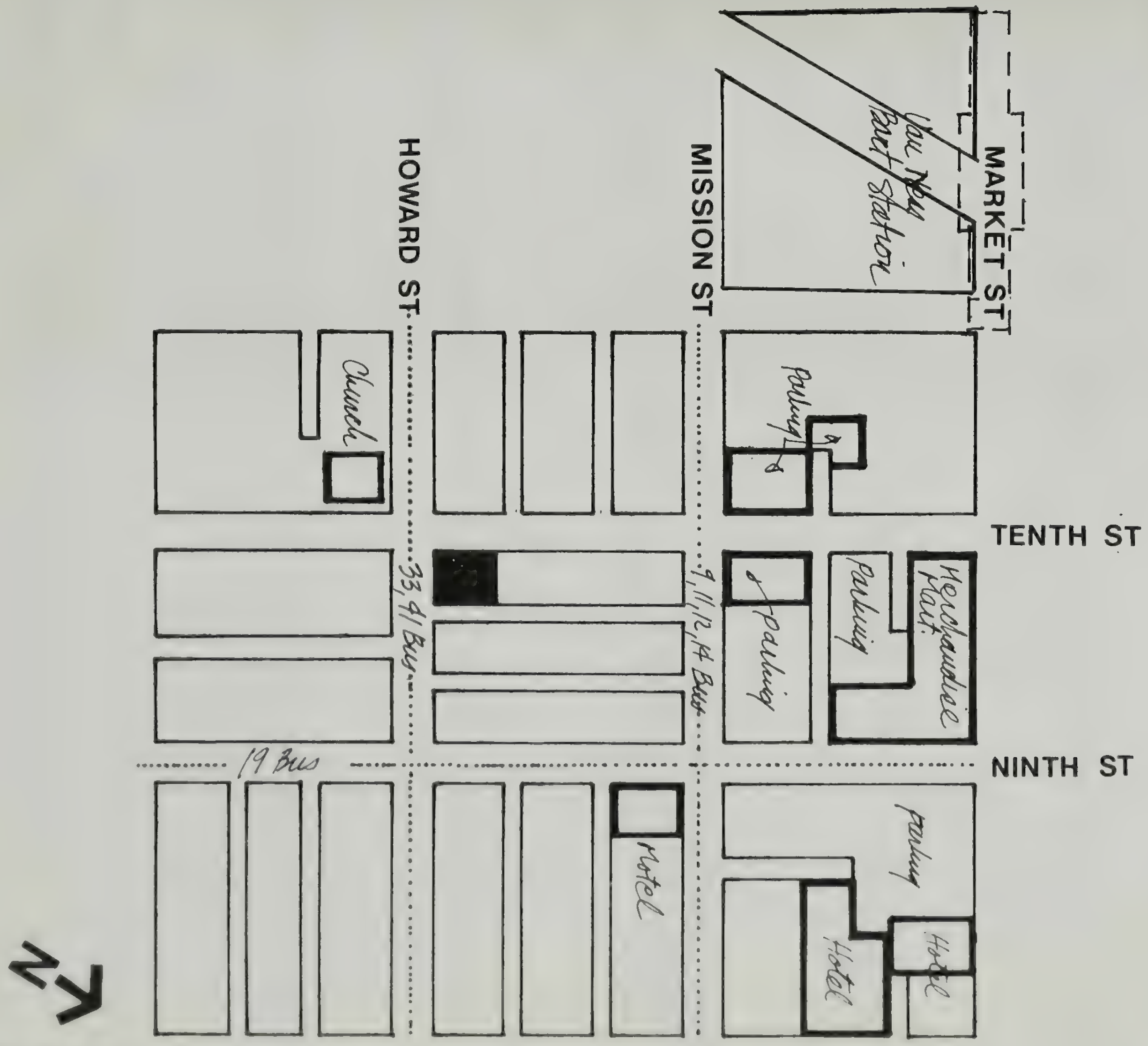
There are many uses in the neighborhood. The Merchandise Mart is two blocks away; there are motels, auto supply firms, furniture distributors, various small distributors, City offices, and a church.

There is no railroad service, but freeway access to the south is from Tenth Street, and from the south via Mission Street. Access to the Bay Bridge is at Eighth and Harrison.

There are parking lots on Mission and Market near the Merchandise Mart; parking in the area is nevertheless very limited.

Bus service is plentiful; there are two lines (33 Ashbury and 41 Union-Howard) on Howard Street and four lines on Mission (9, 11, 12, and 14). The Van Ness BART Station will be three blocks away.

Located just two blocks from Market, with good access in all directions, this area could be expected to remain very active and to share in a general increase in business south of Market.



BUILDING REHABILITATION STUDY
GREATER SAN FRANCISCO
CHAMBER OF COMMERCE

1380 HOWARD STREET

NEIGHBORHOOD MAP

250 0 250 500 scale in feet

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1380 HOWARD STREET

DESCRIPTION OF BUILDING

Architectural:

This building is a four-story concrete structure with a Basement and small Penthouse. It is a rectangular block which fills the property.

The building was built in 1927 as a candy factory. It is presently used as offices and studios.

Entrances:

The main entrances are at the corner of Tenth and Howard. There is another entrance farther east on Howard and truck docks on Grace Street.

Fenestration:

All floors are well lit with steel factory sash on three sides of each floor.

Stairs:

There is one stair at the southeast corner which is a legal stair tower. The central stair terminates at the Second Floor, from which there is a separate stair to the Ground Floor and on to the Basement. There are two fire escapes.

Elevators:

There is a freight elevator and a passenger elevator, neither being in good condition.

Interior:

The interior is basically loft space which has been, or is being, finished for a variety of office and studio uses. There is, at the Ground Floor, a two-story space at the north, and in the Basement there is a former boiler room which is also a large space.

Exterior:

The Exterior has recently been painted.

1380 HOWARD STREET

STRUCTURAL

The building is a reinforced concrete structure of flat slab type floors and roof, reinforced concrete basement and exterior walls. The penthouse has concrete slab and beam roof structure. A concrete frame tank support is in evidence on the roof. (The water tank had been removed).

The building shows no significant cracks, deflections, settlement or other signs of structural distress. According to records on file with the San Francisco Bureau of Building Inspection a permit was issued last July for change of occupancy from F-1 to F-2 (offices), and an engineering report had been filed in connection with this, documenting the structural adequacy of the building. This means that the building has a flexibility of use within the F-1 and F-2 occupancies without any structural improvements required by Code.

1380 HOWARD STREET

EXISTING MECHANICAL & ELECTRICAL SYSTEMS

Heating:

There is at present no heating or ventilation system.

Plumbing:

Existing plumbing system is minimal and not reuseable in light of any major remodeling. Gas service is for small domestic water heaters only and water service is 2".

Fire Protection:

The only fire protection is provided by a dry standpipe at the west corner of the building.

Electrical:

There is a new underground 3-phase, 4 wire, 208 volt system, 350 MCM aluminum cable. Existing power and lighting panelboards, branch circuit wiring, incandescent light sockets, are all minimal and not reuseable for any major remodel work.

1380 HOWARD STREET

CODE ANALYSIS

Building Code and Planning Code requirements vary according to the type of building and its occupancy. In the present case, the building type is known. The following code requirements for this building type are plotted against possible occupancies, and against the existing conditions.

It must be noted that the code requirements can only be invoked against an existing building when a change in occupancy or major structural alteration is contemplated. If the use changes, but within the same occupancy division (i.e., within F-1, from warehouse to light manufacturing) the building must be made to conform to those code provisions which are affected by the increase in occupant load (stairs, exits, toilets, etc.)

If the occupancy changes from one division to another, such as from F-1 to F-2 (light manufacturing to office building) then substantial conformance to the code provisions would be enforced, including structural provisions.

The area and height limitations as found in the zoning code would be applicable in this analysis if major additions to either the area or the height were to be a consideration. However, since this would be out of the scope of this report, the area and height considerations in the analysis are only within context of the Building Code.

1380 HOWARD STREET

Building Type: II-B		Occupancy F-2 Allowable or Required	Actual
1.	Height	Unlimited	4 stories +
2.	Area	225,000	85,445 sq.ft. (including basement)
3.	Exits each Floor	2	2
4.	Exits from Building	2	2
5.	Smokeproof Tower	One Required	None Provided
6.	Light and Ventilation	1450 sq.ft. window (Typical Floor)	1200 sq.ft. (Typical Floor)
7.	Sanitation	6 w.c. 3 urinals 4 lavs.	6 w.c. 3 urinals 4 lavs.
8.	Off-street Parking	74 cars	none
9.	Off-street Loading	0	3

BUILDING REHABILITATION STUDY
GREATER SAN FRANCISCO
CHAMBER OF COMMERCE

1380 HOWARD STREET – BASEMENT

EXISTING FLOOR PLANS

5 0 5 10 20 30 40 50 scale in feet

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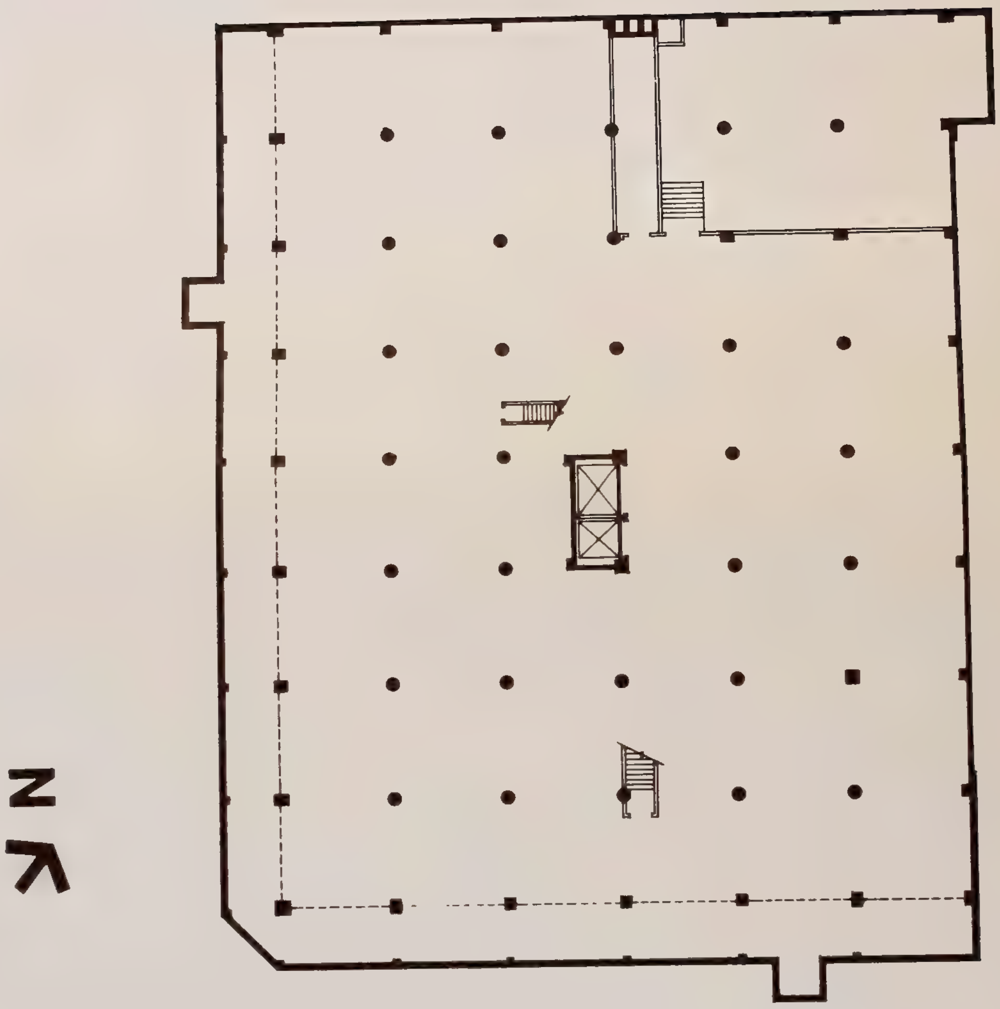

BUILDING REHABILITATION STUDY
GREATER SAN FRANCISCO CHAMBER OF COMMERCE

1380 HOWARD STREET – BASEMENT

EXISTING FLOOR PLANS
5 0 5 10 20 30 40 50 scale in feet
WURSTER, BERNARDI & EMMONS, INC.
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BUILDING REHABILITATION STUDY GREATER SAN FRANCISCO CHAMBER OF COMMERCE

1380 HOWARD STREET - FIRST FLOOR

EXISTING FLOOR PLANS

5 0 5 10 20 30 40 50 scale in feet

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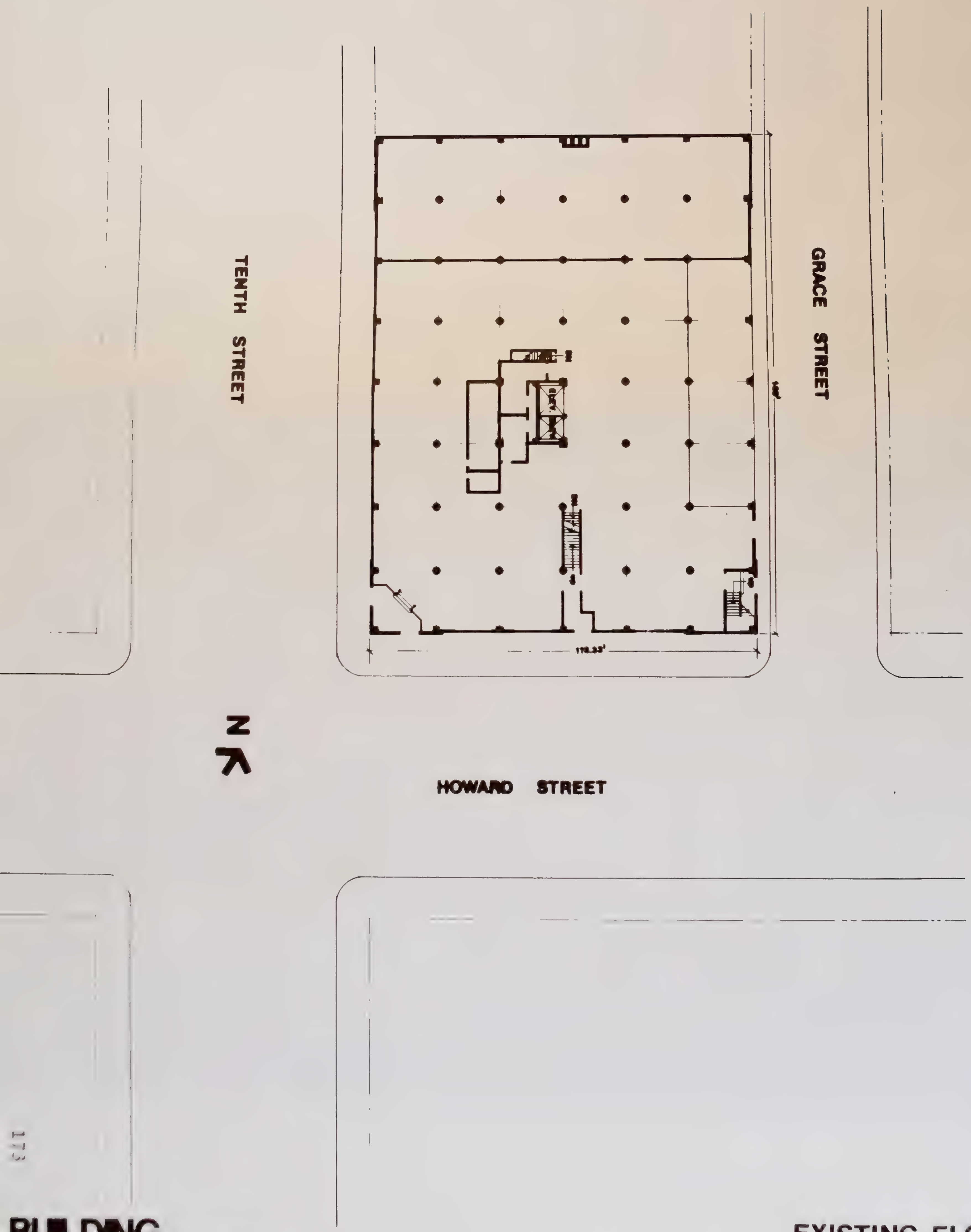

BUILDING REHABILITATION STUDY
GREATER SAN FRANCISCO CHAMBER OF COMMERCE

1360 HOWARD STREET - FIRST FLOOR

EXISTING FLOOR PLANS
5 0 5 10 20 30 40 50 scale in feet
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BUILDING
REHABILITATION
STUDY
GREATER SAN FRANCISCO
CHAMBER OF COMMERCE

1380 HOWARD STREET – MEZZANINE

EXISTING FLOOR PLANS
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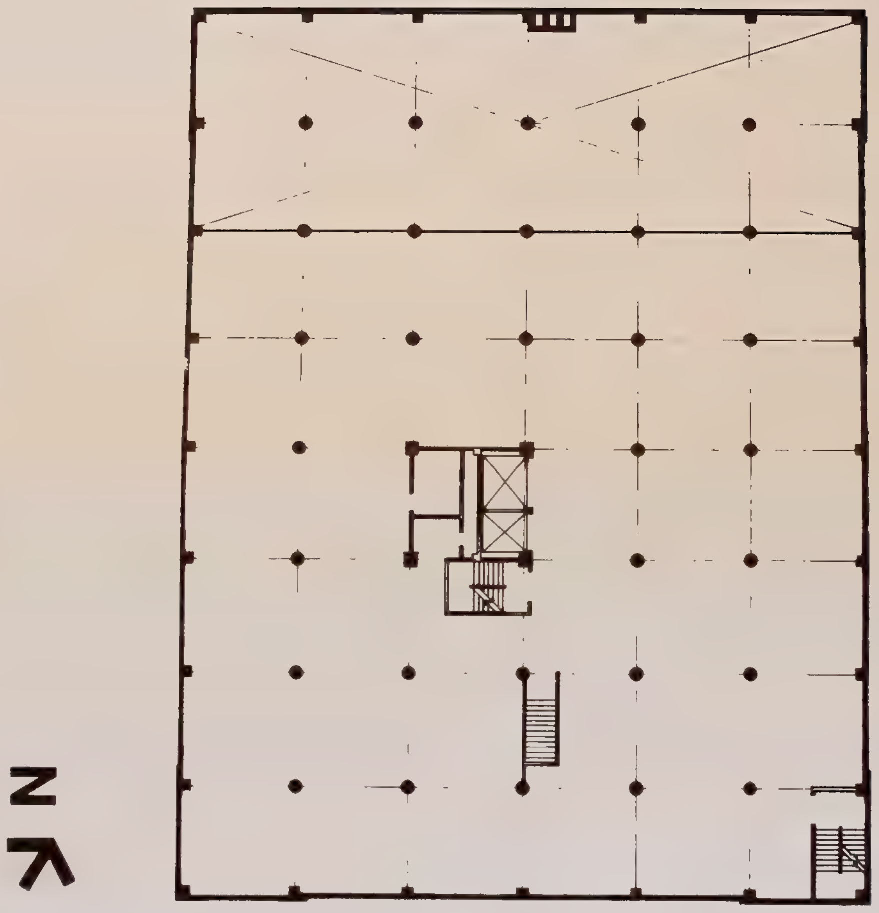

BUILDING REHABILITATION STUDY
GREATER SAN FRANCISCO
CHAMBER OF COMMERCE

1380 HOWARD STREET – MEZZANINE

EXISTING FLOOR PLANS
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REHABILITATION
STUDY
GREATER SAN FRANCISCO
CHAMBER OF COMMERCE

1380 HOWARD STREET - THIRD FLOOR

EXISTING FLOOR PLANS
5 0 5 10 20 30 40 50 scale in feet
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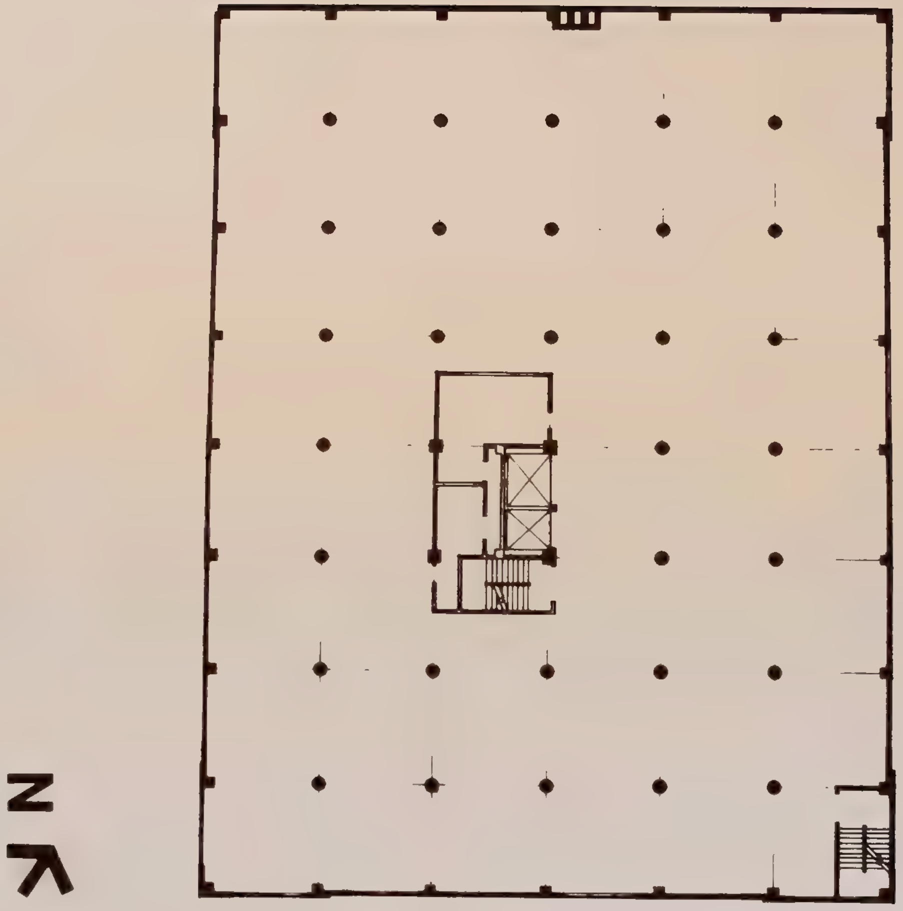

BUILDING REHABILITATION STUDY
GREATER SAN FRANCISCO CHAMBER OF COMMERCE

1380 HOWARD STREET - THIRD FLOOR

EXISTING FLOOR PLANS

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BUILDING SECTIONS

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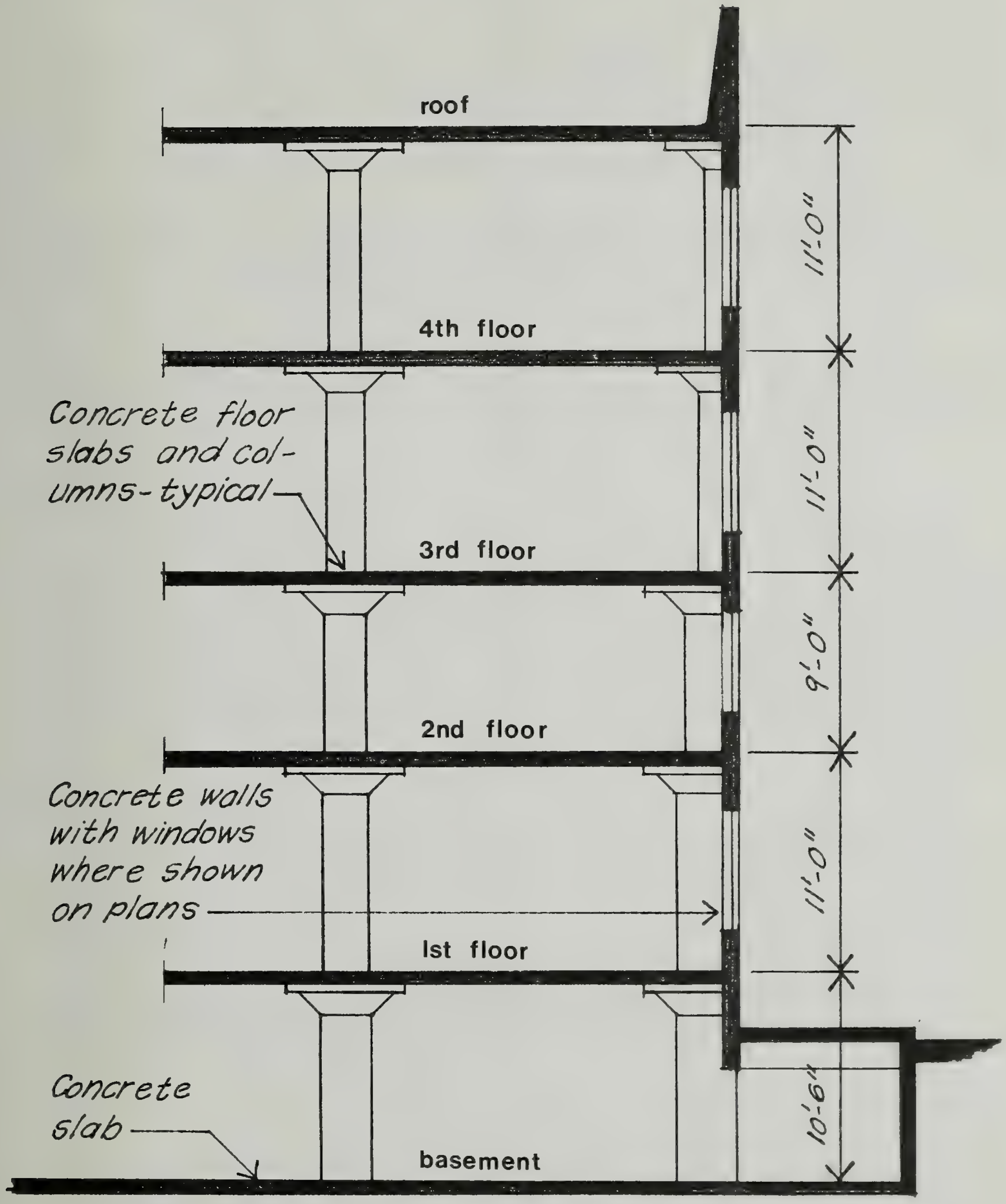
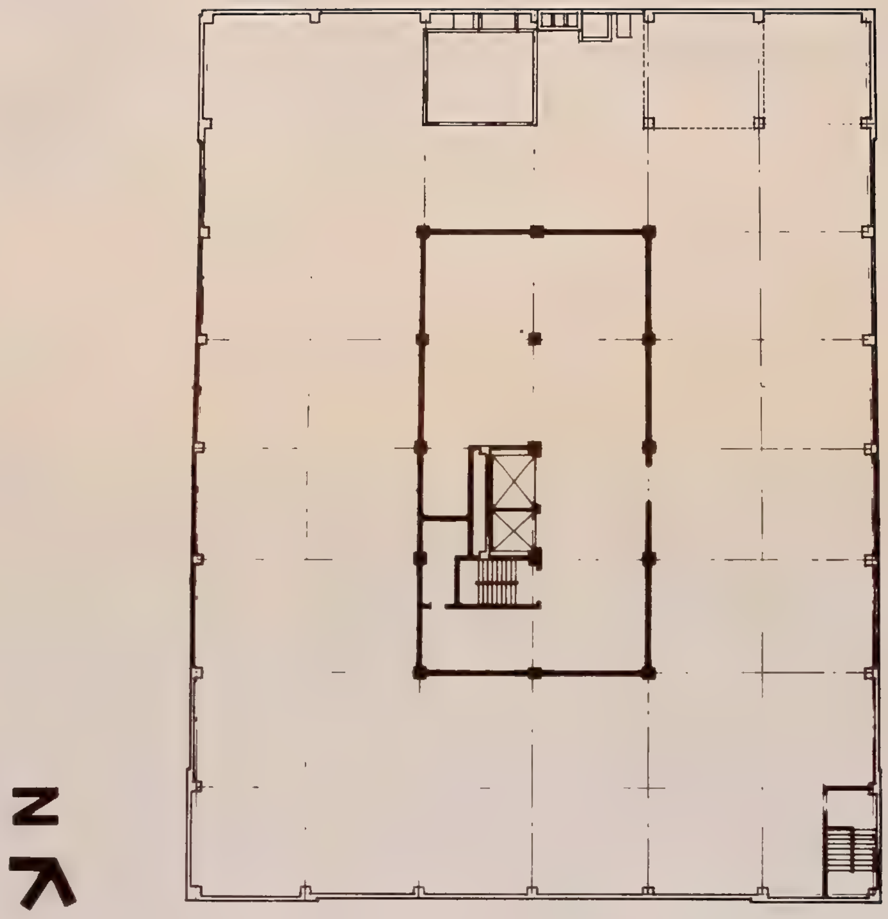
1380 HOWARD STREET



BUILDING
REHABILITATION
STUDY
GREATER SAN FRANCISCO
CHAMBER OF COMMERCE



BUILDING REHABILITATION STUDY
GREATER SAN FRANCISCO
CHAMBER OF COMMERCE

1380 HOWARD STREET - ROOF PLAN

EXISTING FLOOR PLANS

5 0 5 10 20 30 40 50 scale in feet

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1380 HOWARD STREET

RECOMMENDATIONS

Although originally a manufacturing building, this building is not presently used as such. The development of the neighborhood, the proximity to Market Street, and the congestion inthe streets all point to a more intensive use of the building and a use which does not depend on extensive truck activity.

Any further development of this building should be along the lines of intensifying its use as an efficient office and professional building, with possible showrooms or retail on the Ground Floor.

The principal drawbacks for this use are lack of parking, and a haphazard stair system. Nothing can be done about parking on-site, but the stairs could be rearranged to make a very efficient circulation system.

Vertical Circulation:

The proposed scheme centers around a totally revised stair system. The inefficiently located southeast stair is shown abandoned and removed, the corner space being better used for rental. The central stair is extended from its present termination at the second floor on through to the basement, and a completely new stair is built at the rear of the elevators, terminating in a basement exit way.

Ventilation and Sanitation:

For office use, new sash and new toilets should be provided. See also Mechanical recommendations in this report.

Appearance:

New sash, new entrance, new paint job, and street trees will do a great deal toward making this a very handsome property.

BUILDING REHABILITATION STUDY
GREATER SAN FRANCISCO
CHAMBER OF COMMERCE

1380 HOWARD ST. - FIRST FLOOR

PROPOSED FLOOR PLANS

5 0 5 10 20 30 40 50 scale in feet

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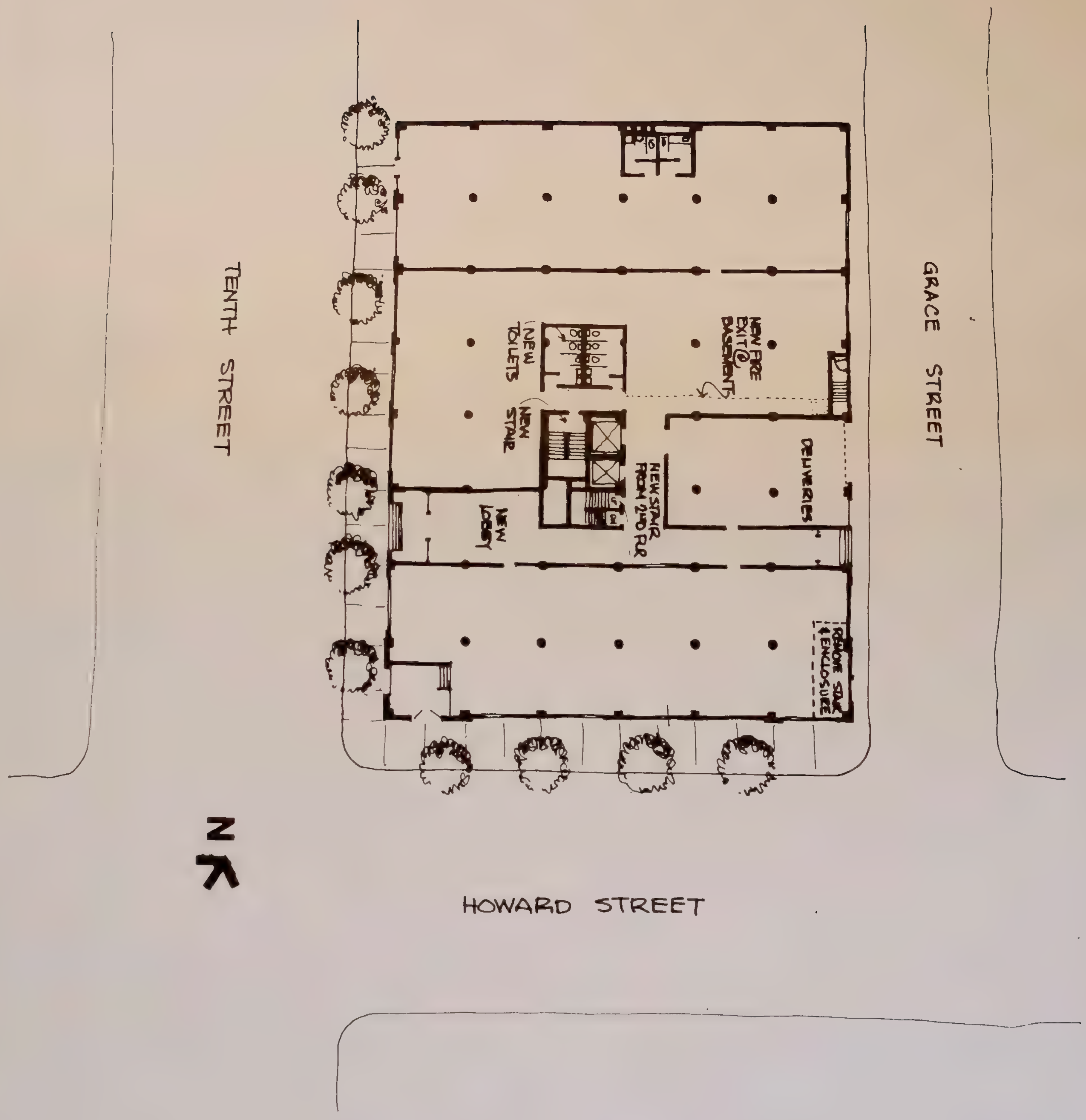

BUILDING REHABILITATION STUDY GREATER SAN FRANCISCO CHAMBER OF COMMERCE

1380 HOWARD ST. - FIRST FLOOR

PROPOSED FLOOR PLANS

5 0 5 10 20 30 40 50 scale in feet

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BUILDING REHABILITATION STUDY GREATER SAN FRANCISCO CHAMBER OF COMMERCE

1380 HOWARD ST.
- TYPICAL UPPER FLOOR

PROPOSED FLOOR PLANS
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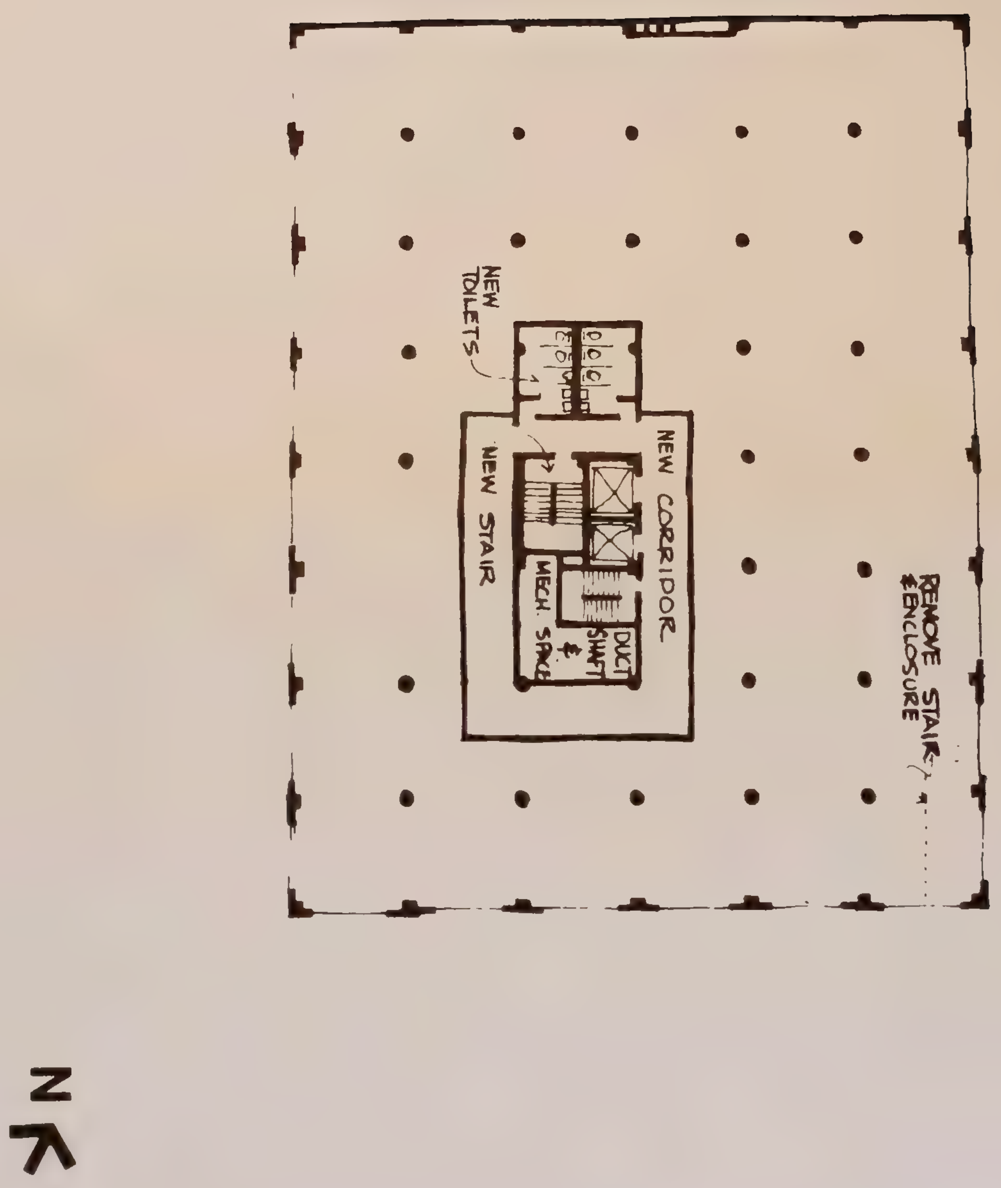

BUILDING REHABILITATION STUDY
GREATER SAN FRANCISCO CHAMBER OF COMMERCE

1380 HOWARD ST.
- TYPICAL UPPER FLOOR

PROPOSED FLOOR PLANS

5 0 5 10 20 30 40 50 scale in feet

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BUILDING
REHABILITATION
STUDY GREATER SAN FRANCISCO
CHAMBER OF COMMERCE

1380 HOWARD ST. - ROOF

PROPOSED FLOOR PLANS

WURSTER, BERNARDI & EMMONS, INC.
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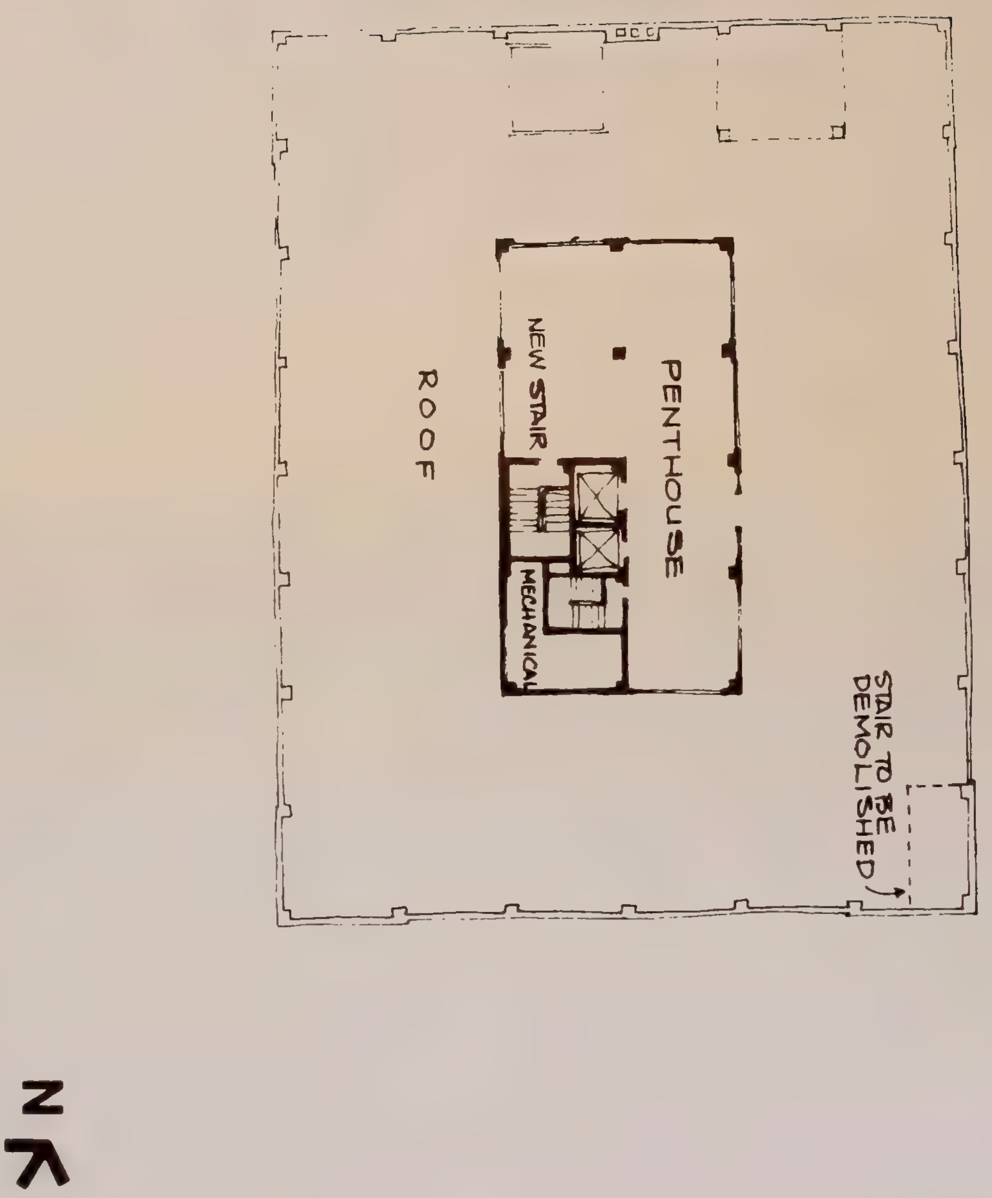

BUILDING REHABILITATION STUDY GREATER SAN FRANCISCO CHAMBER OF COMMERCE

1380 HOWARD ST. - ROOF

PROPOSED FLOOR PLANS
5 0 5 10 20 30 40 50 scale in feet
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1380 HOWARD STREET

OUTLINE SPECIFICATION

Purpose:

The purpose of this outline is to define in as much detail as possible, the scope of work and to establish standards where possible, for the work recommended within the body of this report.

I. SITE WORK

Plant appropriate trees along sidewalk as shown on drawings.

II. BUILDING SHELL

A. Structure:

1. Construct of reinforced concrete new entrance and stairs to first level as shown on drawings.

2. Construction as required to extend existing central stair to first floor, and new stair adjacent to the elevators and extending from basement to top floor.

3. Construction as required for recessing the freight dock area into structure as shown on drawings.

B. Walls:

1. Circulation corridors, exit corridors, and vestibules for stairs and elevators as shown on drawings, to be metal studs with gypsum board each side (1-hour rated).

2. New first level entryway to have cement plaster on exterior side of walls.

3. Enclose two bays at loading dock with plaster on metal studs and new anodized aluminum windows.

4. New toilet room partitions as shown on drawings.

5. Two-hour walls at first floor level to enclose new stair.

III. MISCELLANEOUS

A. Doors and frames as required for new work.

B. Non-absorbent wainscotting on walls at toilet rooms.

C. Hardware for new doors as required.

D. Metal overhead doors at new freight dock area.

E. New vinyl flooring at elevator lobbies, corridors, and toilet rooms.

F. Painting:

1. Interior: New walls, doors, etc.; toilet rooms.
2. Exterior: All new walls.
3. New miscellaneous metals: Railings, stairs, etc.

G. Anodized aluminum storefront windows and entrance doors at new 10th Street entrance.

H. New Stair: Steel stringers with pre-cast concrete treads.

I. Remove single-run stairs from second to first level and entire stair at southeast corner of building. Patch slabs as required.

J. Remove existing concrete vaults on first level.

K. Replace all steel sash with anodized aluminum windows.

IV VERTICAL TRANSPORTATION

A. Replace existing passenger elevator with a new elevator with 2500# capacity - 300 f.p.m. speed, with selective collective controls to service 4 floors plus basement.

B. Replace existing freight elevator with a new one of 5000# capacity.

V. PROPOSED MECHANICAL AND ELECTRICAL WORK

A. Heating and Air Conditioning:

Since it is proposed that the building be developed as office space, complete air conditioning should be available from a central system which, because of the undefined occupancy, should be uniformly organized and flexible.

A boiler and chilled water plant will be located in the basement with hot water and chilled water primary loops rising in the central duct shaft to the 4th floor with secondary loop outlets provided at all floors. The hot water primary loop will be a maximum of 4" diameter pipe with a 240 GPM pumping system served by two 1200 MBH output gas fired hot water boilers. The cooling primary loop will be a maximum of 6" diameter pipe with a 480 GPM pumping system served by an ultimate chiller capacity of 200 tons. Chillers will be multiple reciprocating type of 100 tons each and it is assumed that only one unit of 100 tons would be installed for the initial increment. A corresponding capacity cooling tower would be provided on the roof with the condenser piping loop and pump sized for the ultimate capacity.

The air side equipment for the 2nd, 3rd, and 4th floors would consist of a central built-up fan system using approximately 60,000 CFM capacity supply and return fans in a fan room on the roof with filter system, and with supply and return ducts of approximately 40 square feet each in a common shaft with a main supply and return outlet at each floor level.

The first floor and basement would be served by supply and return fans of approximately 40,000 CFM capacity located in the basement mechanical room with outside air and exhaust from louvers at ground floor level.

The penthouse would have a completely independent packaged gas fired roof top AC unit of approximately 7-1/2 tons capacity.

Toilet rooms and other similar areas would have common exhaust duct with power roof ventilator.

Work performed by, or at the direction of, the tenants would be the installation of ductwork on the individual floors and connection to the vertical trunk ducts, and the installation of local heating and cooling coils for zone control together with piping thereto from the primary loops and the installation of the secondary circuit pumps. With the system flexibility as discussed, tenants could elect whether or not they desired cooling and/or heating and ventilation only, as well as having the ability to establish zone control to meet their individual requirements.

B. Plumbing:

Install new plumbing fixtures for new toilet rooms with soil and waste piping to existing building drainage system. Provide new copper hot and cold water piping and new domestic water heating equipment with distribution and recirculation system serving all toilet rooms.

Provide new gas service for boilers.

C. Fire Protection:

Provide additional dry standpipe and wet standpipe systems to satisfy City Code.

D. Electrical:

Provide a new 3-phase, 48oV, 1000 amp underground service. Install a new main switchboard, floor mounted, deadfront cubicle type with 1000 amp main, central metering and distribution section. Install feeders to 277/480V lighting panelboards at each floor and to 37-1/2 KVA, 480-120/208V dry type transformers with panelboards at each floor for receptacle loads. Provide feeders from main switchboard to motor control centers at the basement and roof mechanical rooms with power connection to all motors. Lighting panelboards shall be sized for lighting system utilizing commercial type fluorescent fixtures designed to produce 100 FC.

Install emergency lighting and exit lighting.

1380 HOWARD STREET

Install a fire alarm system.

Branch circuit lighting for lighting and power and new lighting in all areas shall be installed at the direction of, or by the tenant, to suit his individual requirements.

As this is a multiple occupancy building, with undetermined tenant areas, all utilities will be centrally metered with proportionate assessments.

CAHILL CONSTRUCTION CO.
CONTRACTING ENGINEERS
[illegible]
SAN FRANCISCO 4
425 CALIFORNIA STREET

TELEPHONE
YUKON 1-8383

1380 HOWARD STREET

ESTIMATE OF CONSTRUCTION COST

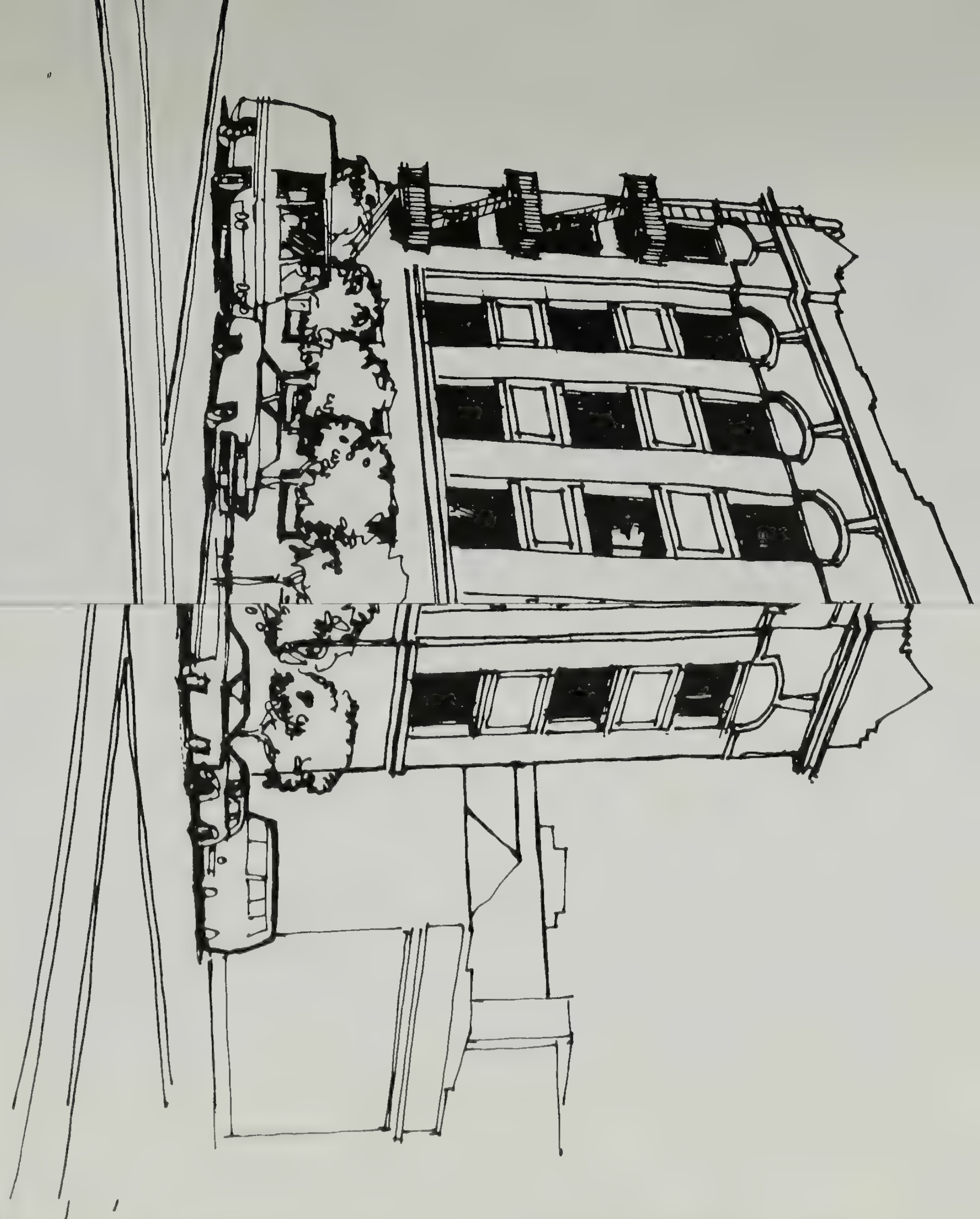
SITE WORK	$ 1,100.00
BUILDING SHELL	
(A) Structure	
(1) Lobbies	2,300.00
(2) Stairs	5,100.00
(3) Freight Dock	9,200.00
(B) WALLS	
(1) Corridor & Vestibules	8,900.00
(2) New Entry (Omit)	
(3) Loading Dock	1,800.00
(4) Toilet Partitions	2,100.00
(5) 2 hr. Walls inc. in (1) above	
MISCELLANEOUS	
(A) Doors & Frames	4,600.00
(B) Wainscot	4,800.00
(C) Finish Hardware	1,900.00
(D) Roll-up Doors	1,100.00
(E) Vinyl Floor	4,000.00
(F) Painting	4,700.00
(G) Storefront	4,200.00
(H) New Stair	10,700.00
(I) Remove Stair & Fill Slab	2,300.00
(J) Remove Vaults	800.00
(K) Replace Sash	29,000.00
VERTICAL TRANSPORTATION	
(A) Passenger Elevator (Electric)	35,000.00
(B) Freight Elevator (Hydraulic)	20,000.00
MECHANICAL & ELECTRICAL	
(A) Heating & Air Conditioning	148,000.00
(B) Plumbing	29,000.00
(C) Fire Protection	6,000.00
(D) Electrical	74,000.00
	$ 410,600.00
General Contractor-Plant,Equip.,Superintendent	42,000.00
Insurance, Taxes & Fringes on Labor	15,000.00
General Contractor's Fee 8%	38,000.00
	$ 505,600.00

1380 HOWARD STREET

COST ANALYSIS

Existing Area to be Improved (4 Floors and Penthouse)	66,045 Sq. Ft.
(16,800 Sq. Ft. of Basement Available for Storage)	
Estimated Cost of Improvements	$505,600.00
Estimated Cost Per Sq. Ft.	$7.65

Assessed Value of Building X 4 ($34,150 X 4)	$136,600.00
Total Value of Building after Improvements	$642,200.00
Total Value Per Sq. Ft.	$9.70



BUILDING REHABILITATION STUDY GREATER SAN FRANCISCO CHAMBER OF COMMERCE

1380 HOWARD STREET

PERSPECTIVE SKETCH

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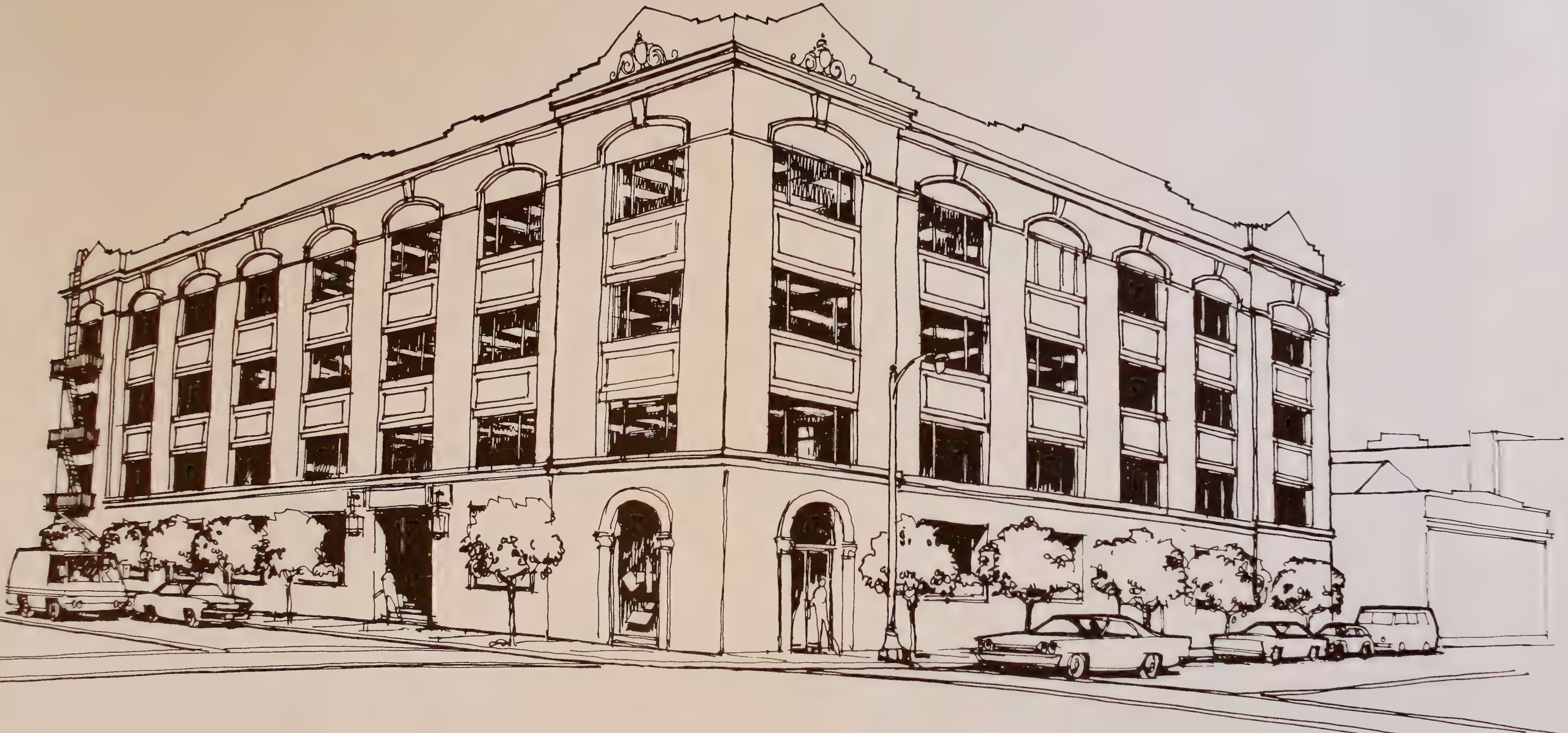

PERSPECTIVE SKETCH

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1380 HOWARD STREET

BUILDING REHABILITATION STUDY
GREATER SAN FRANCISCO
CHAMBER OF COMMERCE

BUILDING REHABILITATION STUDY

GREATER SAN FRANCISCO
CHAMBER OF COMMERCE

KANSAS & DIVISION STs.

KANSAS AND DIVISION STREETS

CONTENTS

Data Sheet 192

Neighborhood Analysis 193

Neighborhood Map 195

Description of Building 196

Code Analysis 200

Existing Floor Plans

First Floor 202

Typical Upper Floor 203

Roof 204

Building Section 205

Recommendations 206

Proposed Floor Plans

First Floor (with Parking Structure) 207

First Floor (without Parking Structure) 208

Outline Specifications 209

Cost Estimates 215

Cost Analysis 217

Perspective Sketch 218

KANSAS & DIVISION STREETS

DATA SHEET

Address:	#2 Kansas Street (Kansas and Division Streets)	
Legal Description:	Assessor's Brock 3910, Lot #1	
Building Type:	Type III - Heavy Timber	
Occupancy:	F-1 (Hardware Offices and Warehouse)	
Number of Floors:	4 plus Mezzanine and small Penthouse	
Area of Lot:	67,066 Sq. Ft.	
Area of Building:	Ground Floor	67,066 Sq.Ft.
	Mezzanine	54,000
	Second Floor	67,066
	Third Floor	67,066
	Fourth Floor	67,066
		322,266 Sq.Ft.
Zoning Classification:	M-2	

KANSAS & DIVISION STREETS

NEIGHBORHOOD ANALYSIS

The general feeling of this neighborhood is one of disuse, partly due to the fact that this building, which is such a prominent part of the scene, is empty, and partly just because of the freeway-railroad track combination, which take up so much land which remains sparsely used. The surrounding blocks are notable, however, for a collection of substantial, handsome brick structures, indicating an early intensive use of the area as a distribution center.

Streets:

None of the streets surrounding the property are traffic arteries, although Division Street does carry some east-west traffic as a continuation of Townsend Street. There are few, if any, sidewalks, most frontages being given over to track docks, driveways, and train sidings.

Uses:

The buildings in this neighborhood are almost entirely used as storage and distribution centers for various small and large firms--liquor, peanuts, retail, etc. There is an ice house, and the Hibernia Bank's service center is nearby.

Access:

Although this site is in the shadow of the freeway, access to it is somewhat remote: ramps to and from the James Lick Freeway are at Bryant Street between Ninth & Tenth Streets; nearest access to and from the Bay Bridge is at Eighth and Bryant Streets. Railroad access is unlimited, with Southern Pacific on Division Street and Western Pacific on Vermont Street.

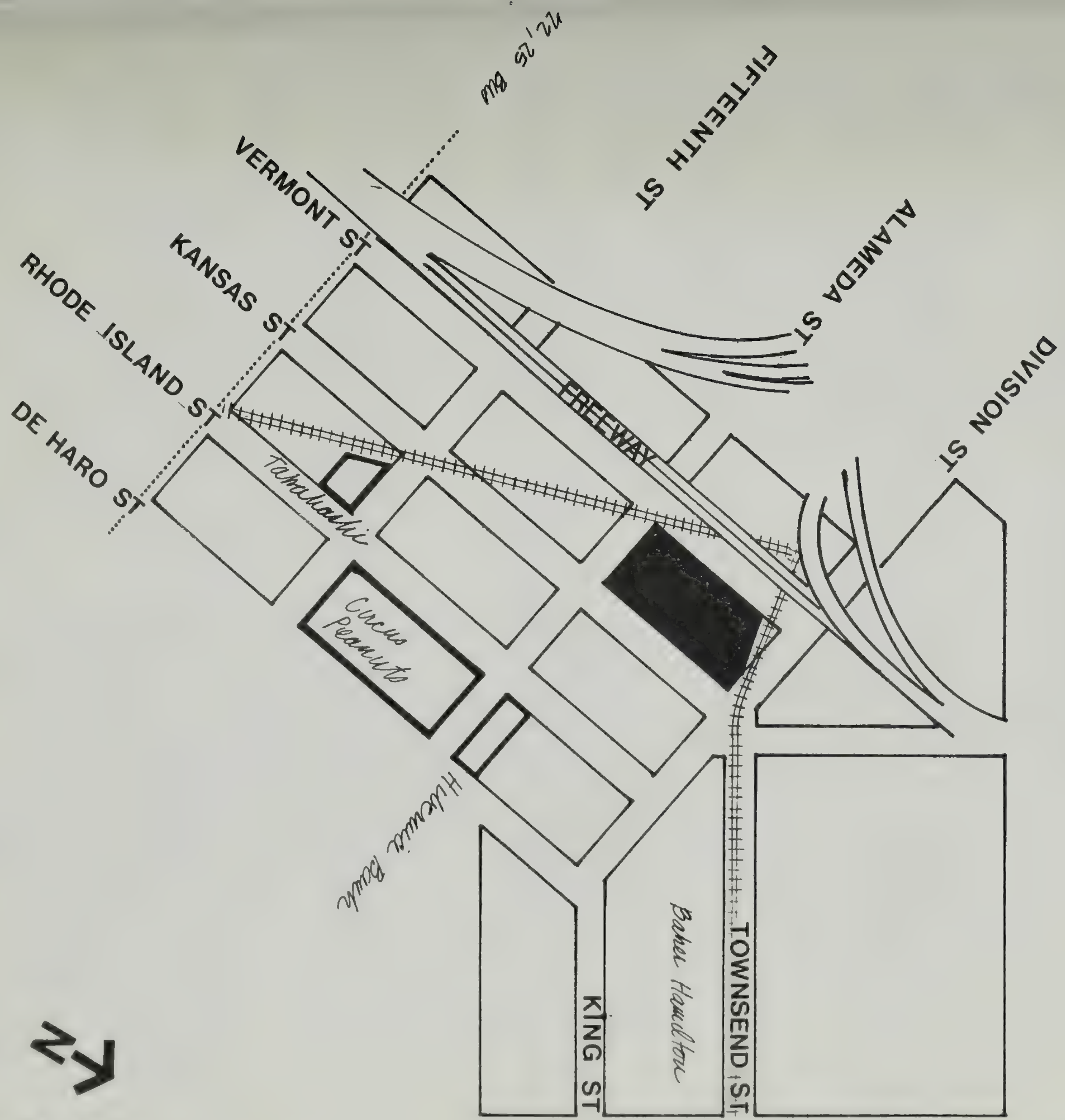
Public Transportation:

There is no immediate public transportation, the nearest bus line being on Brannan or 16th Streets.

KANSAS & DIVISION STREETS

Neighborhood Development:

New development in this neighborhood is spotty. Hibernia Bank's service building, and Sobel's liquor distributors are the main new construction, along with Takahashi's addition to an old building. The presence of so many brick warehouses, generally clustered around the block bounded by Alameda, Fifteenth and Kansas, suggests the possibility of a neighborhood renewal which could be very exciting.



BUILDING REHABILITATION STUDY

GREATER SAN FRANCISCO
CHAMBER OF COMMERCE

KANSAS & DIVISION STREETS

NEIGHBORHOOD MAP

250 0 250 500 scale in feet

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KANSAS & DIVISION STREETS

DESCRIPTION OF BUILDING

Architectural:

Kansas & Division fills the entire block between Kansas, Division, Alameda and Vermont Streets with a brick and heavy timber building, four stories high. The building is divided into 5 sections with masonry division walls.

It was built in 1915 for a major hardware distributor's warehouse, and has been used as such until recently.

Entrances:

The only pedestrian entrance is at Kansas & Division, giving onto a lobby with a stair and passenger elevator. The perimeter of the building contains numerous loading doors on all elevations, serving both the dock and railroad spurs.

Fenestration:

Each bay has a triple wood casement window, most of which are in operable condition.

Stairs:

There is a monumental stairwell at the main entrance, and three other stairs; two stairs go to the roof. All the stairs are wood and none are legal exitways.

Elevators:

The passenger elevator is relatively modern. In addition, there are four freight elevators, three of which are operable.

Interior:

Two floors at the northern end were office space and are so finished, with some wood and glass partitions. The balance of the space is timber warehouse space. The ground floor contains a mezzanine throughout most of the space, which is over area and has an illegal ceiling height.

KANSAS & DIVISION STREETS

Exterior:

The exterior walls are brick, with wood sash and metal canopies over the loading docks. The building has been well maintained and is in good condition, with the exception of the loading dock canopies which are bent and rusted.

The roof appears to be in good condition, with signs, penthouse and tanks for the sprinkler system.

Site:

The building fills its site; there is no landscaping or parking. Two sides are spur tracks which are not in streets but in railroad bed, which is a collecting place for litter.

KANSAS & DIVISION STREETS

STRUCTURAL

The building has unreinforced brick walls and heavy timber floor and roof structures. The first floor is also heavy timber (4 inch T & G over 10 x 16 beams and 14 x 18 girders) with a ratproofed crawl space below. The building is supported on pile foundations with reinforced concrete pilecaps. There is a fairly complete set of original construction drawings available, showing all but the south 100 ft. portion of the building extending to Alameda Street. This portion was added shortly after the first portion had been completed, and its construction is similar to the north half in all respects.

A 20,000 gallon gravity tank and two pressure-tanks are mounted on the roof serving the sprinkler system and apparently are functional. The tanks are supported by a braced steel structure on steel columns, but the bracing should be substantially improved if the gravity tank remained operative.

The building appears to be in a very good condition but lacks certain structural qualities. The laminated floor and heavy timber beams are sound, but the diagonal floor sheathing is badly worn and cut in places. Some beams are anchored to the brickwalls by "dog anchors", some are not, and there seems to be no anchorage between the floor-deck and brickwalls. The quality of brickwork looks good, no cracks are noticeable. The first through third floors are capable of supporting about 200 psf and the fourth floor about 100 psf live load. The awning is badly corroded and needs horizontal bracing if not removed.

From the standpoint of lateral load resistance the building does not meet minimum Code requirements, especially for anchorage of the masonry walls; but with moderate amount of structural work it could be made to conform. In connection with the proposed alteration scheme of demolishing part of the building and replacing it with a parking structure the remainder of the building will have to be brought into conformance with at least the Riley Act provisions. Specific structural requirements are discussed in the Specifications section of this report.

KANSAS & DIVISION STREETS

EXISTING MECHANICAL & ELECTRICAL SYSTEMS

Heating System:

The existing heating system is confined to fourth floor office space of approximately 17,600 square feet, and some lobby areas, and consists of two unit heaters and a low pressure steam system using cast iron radiators at the perimeter and served by an old boiler on the first floor. Heating system is inadequate and not reuseable for any major modification.

Plumbing:

Toilet rooms are in only one location on each floor, have old and generally unserviceable fixtures and facilities and would be inadequate for any remodeling work. Cast iron soil and waste pipe appeared sound. Hot water is supplied from small gas fired water heaters that are not reuseable.

Fire Protection:

Building is completely sprinklered with an operable system having two 3500 gallon hydro-pneumatic tanks and one 12,000 gallon supplementary storage tank on roof. Sprinkler system pump to roof pressure tanks is on first floor. The system could be modified to eliminate the roof storage tanks.

The dry standpipe system appears sound and serviceable

Electrical:

The building has two services. The original service is 3-phase, 4 wire delta 115/230V, 800 amp. A second service of 3-phase, 4 wire wye 1200 amp was added in 1959 to serve part of the 4th floor. Service is overhead from pole mounted transformers. Existing switchgear, feeders and branch circuit wiring is inadequate except for minimum use such as warehousing. Lighting is minimum and will be replaced.

KANSAS & DIVISION STREETS

CODE ANALYSIS

Building Code and Planning Code requirements vary according to the type of building and its occupancy. In the present case, the building type is known. The following code requirements for this building type are plotted against possible occupancies, and against the existing conditions.

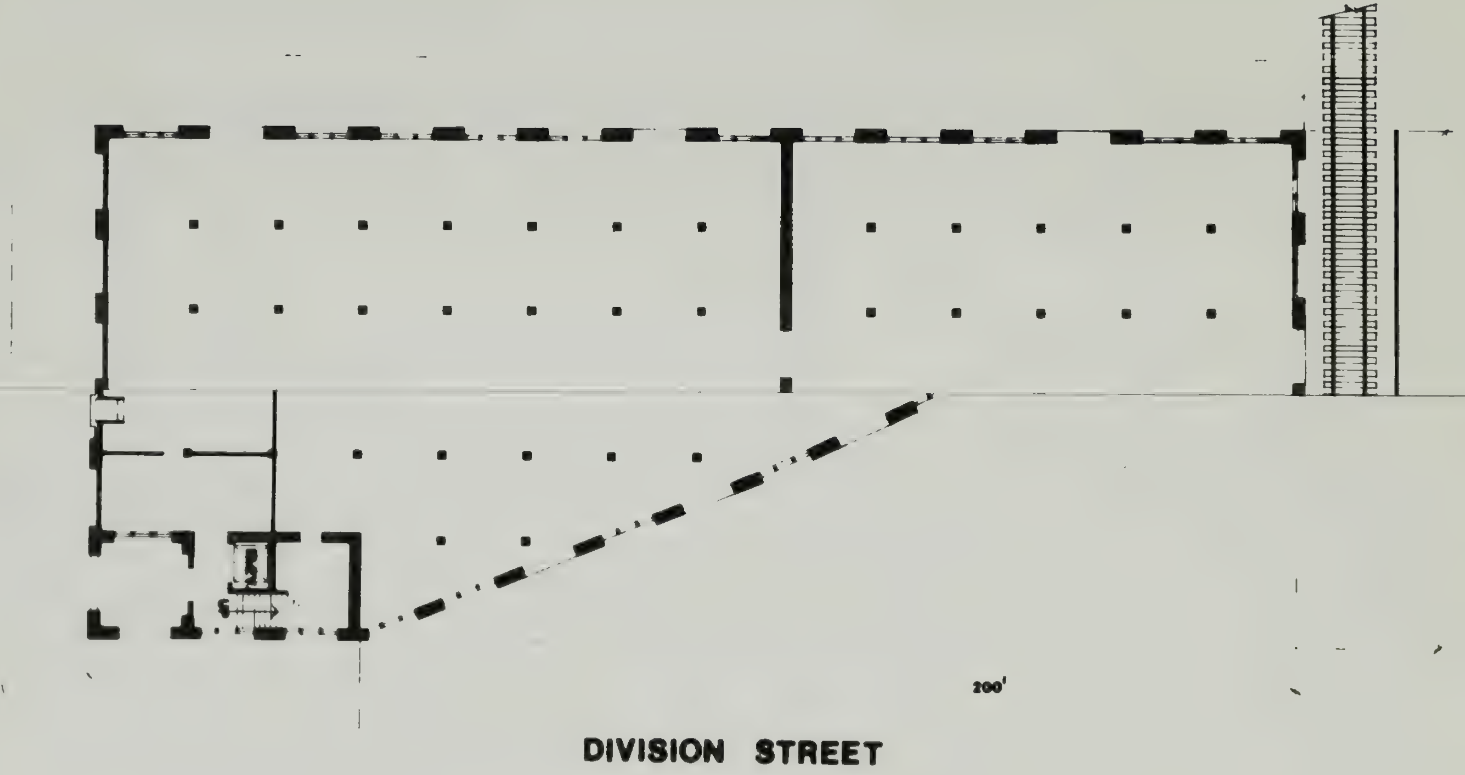
It must be noted that the code requirements can only be invoked against an existing building when a change in occupancy or major structural alteration is contemplated. If the use changes, but within the same occupancy division (i.e., within F-1, from warehouse to light manufacturing) the building must be made to conform to those code provisions which are affected by the increase in occupant load (stairs, exits, toilets, etc.)

If the occupancy changes from one division to another, such as from F-1 to F-2 (light manufacturing to office building) then substantial conformance to the code provisions would be enforced, including structural provisions.

The area and height limitations as found in the zoning code would be applicable in this analysis if major additions to either the area or the height were to be a consideration. However, since this would be out of the scope of this report, the area and height considerations in the analysis are only within context of the Building Code.

KANSAS & DIVISION STREETS

Building Type: III H.T.	Occupancy F-1 Allowable or Required	Occupancy F-2 Allowable or Required	Actual
1. Height	4	5	4 stories
2. Area between separation walls	151,000 sq.ft.	174,400	138,400
3. Exits from each section of each floor	2	3	1 or 0
4. Exits from Building	2	3	1
5. Smokeproof Tower	Not Required	Not Required	None Provided
6. Light & Ventilation	6,706 sq.ft.	6,706 sq.ft.	4,662 sq.ft.
7. Sanitation	8 w.c. 5 urinals 4 lavs.	13 w.c. 7 urinals 8 lavs.	25 w.c. 6 urinals 12 lavs.
8. Off-street Parking	162	645	0
9. Off-street Loading	6	2	0



BUILDING REHABILITATION STUDY GREATER SAN FRANCISCO CHAMBER OF COMMERCE

KANSAS & DIVISION ST. - FIRST FLOOR

EXISTING FLOOR PLANS

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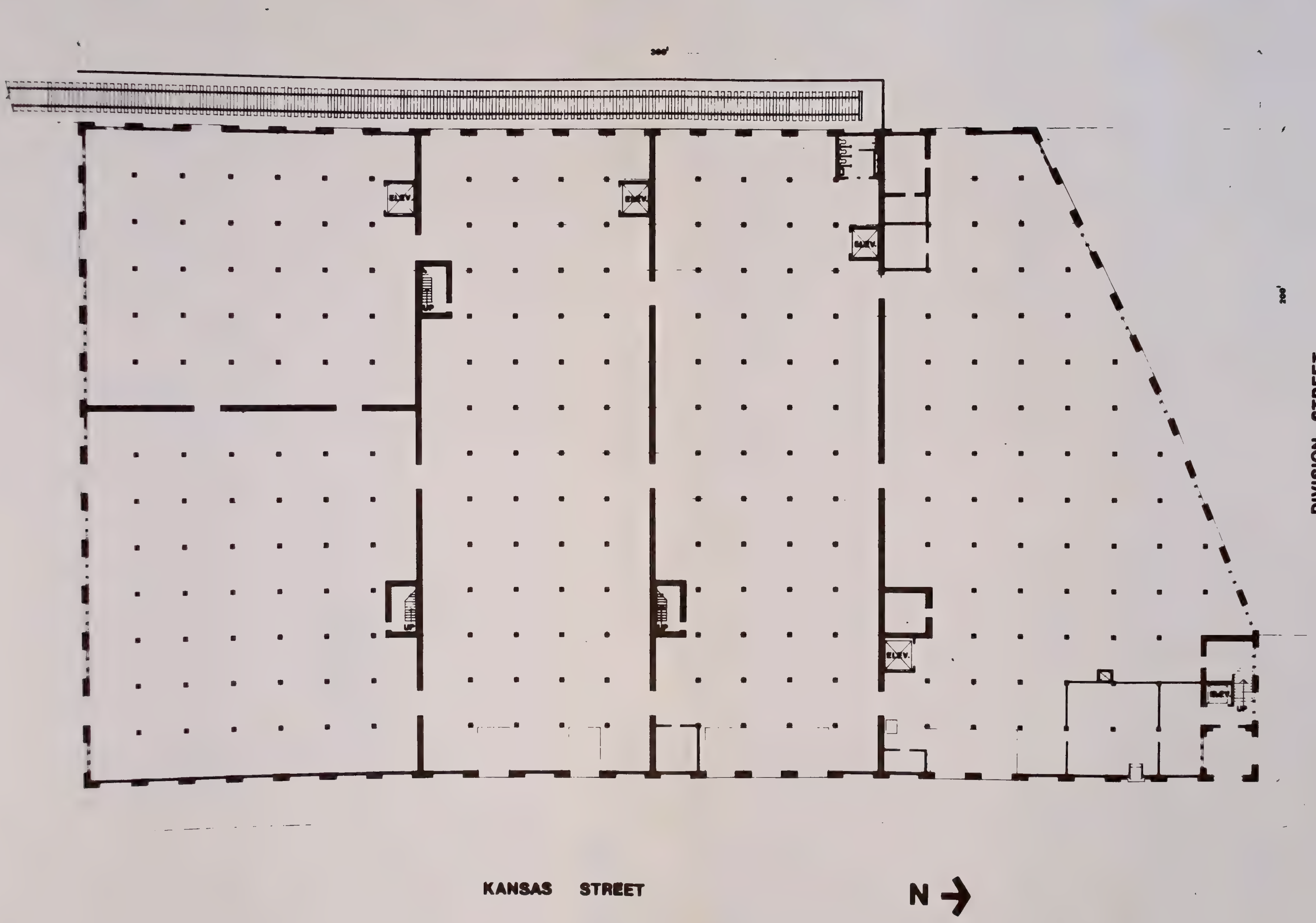

KANSAS & DIVISION ST. – FIRST FLOOR

EXISTING FLOOR PLANS

5 0 5 10 20 30 40 50 scale in feet

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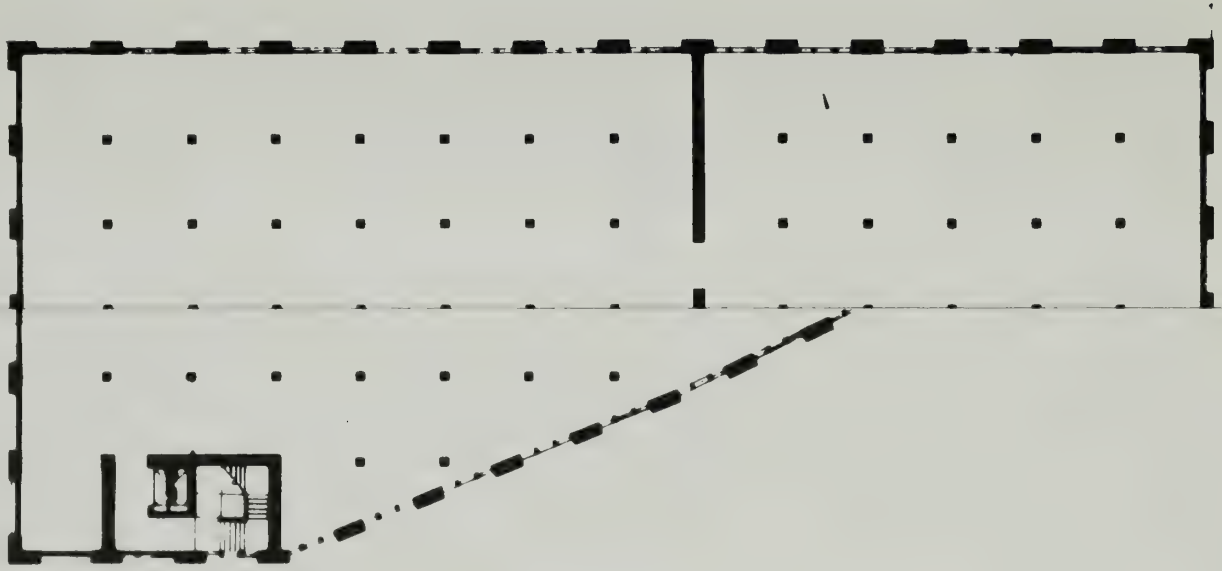
BUILDING REHABILITATION STUDY

GREATER SAN FRANCISCO
CHAMBER OF COMMERCE



BUILDING REHABILITATION STUDY GREATER SAN FRANCISCO CHAMBER OF COMMERCE

KANSAS & DIVISION ST.
- TYPICAL UPPER FLOOR

EXISTING FLOOR PLANS

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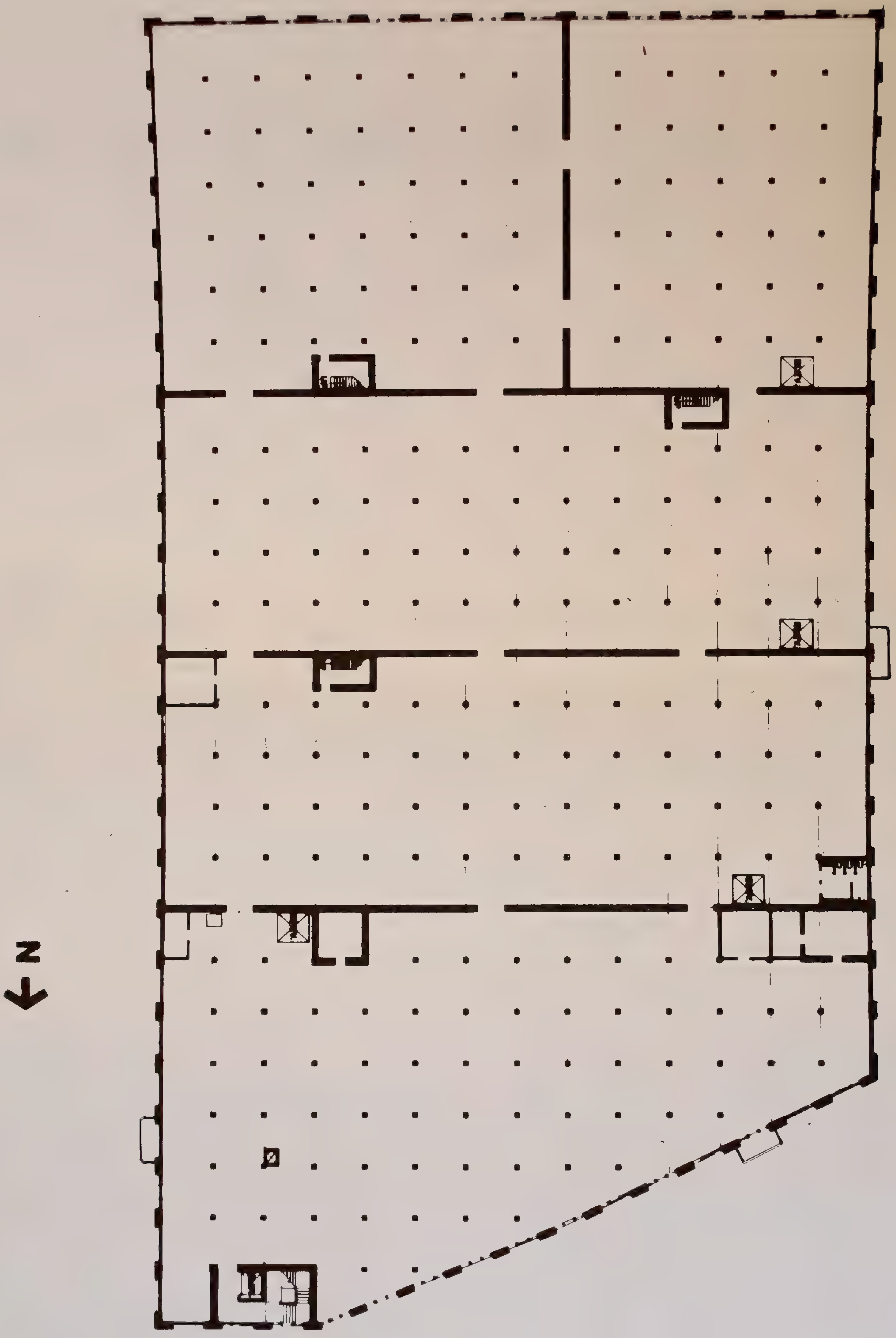

BUILDING REHABILITATION STUDY GREATER SAN FRANCISCO CHAMBER OF COMMERCE

KANSAS & DIVISION ST.
-TYPICAL UPPER FLOOR

EXISTING FLOOR PLANS

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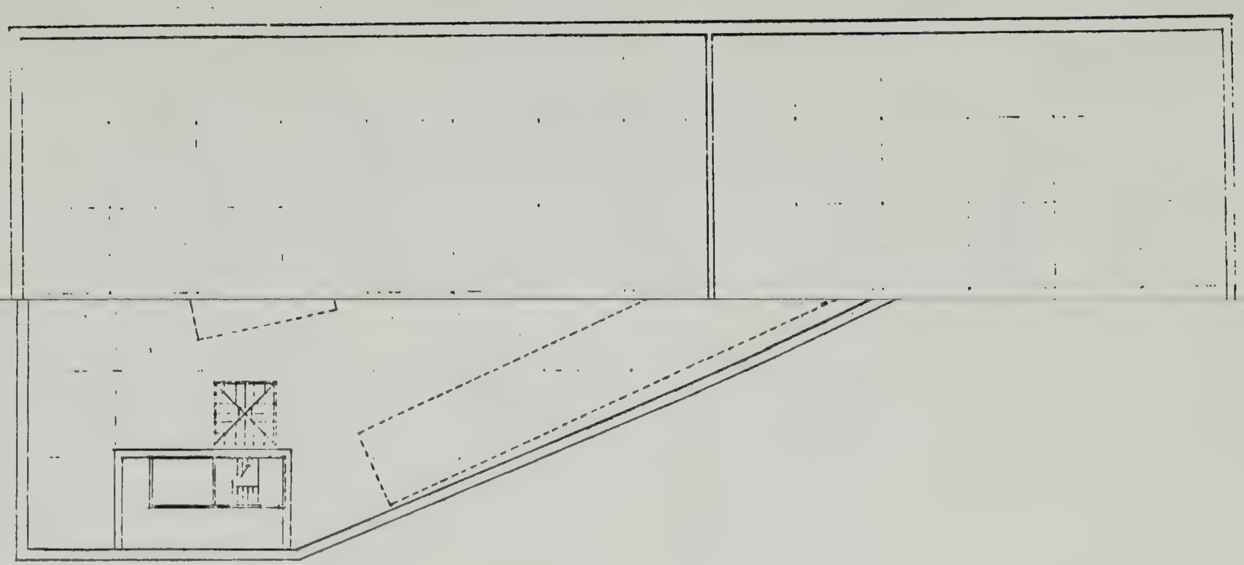

BUILDING REHABILITATION STUDY GREATER SAN FRANCISCO CHAMBER OF COMMERCE

KANSAS & DIVISION ST. - ROOF PLAN

EXISTING FLOOR PLANS

5 0 5 10 20 30 40 50 scale in feet

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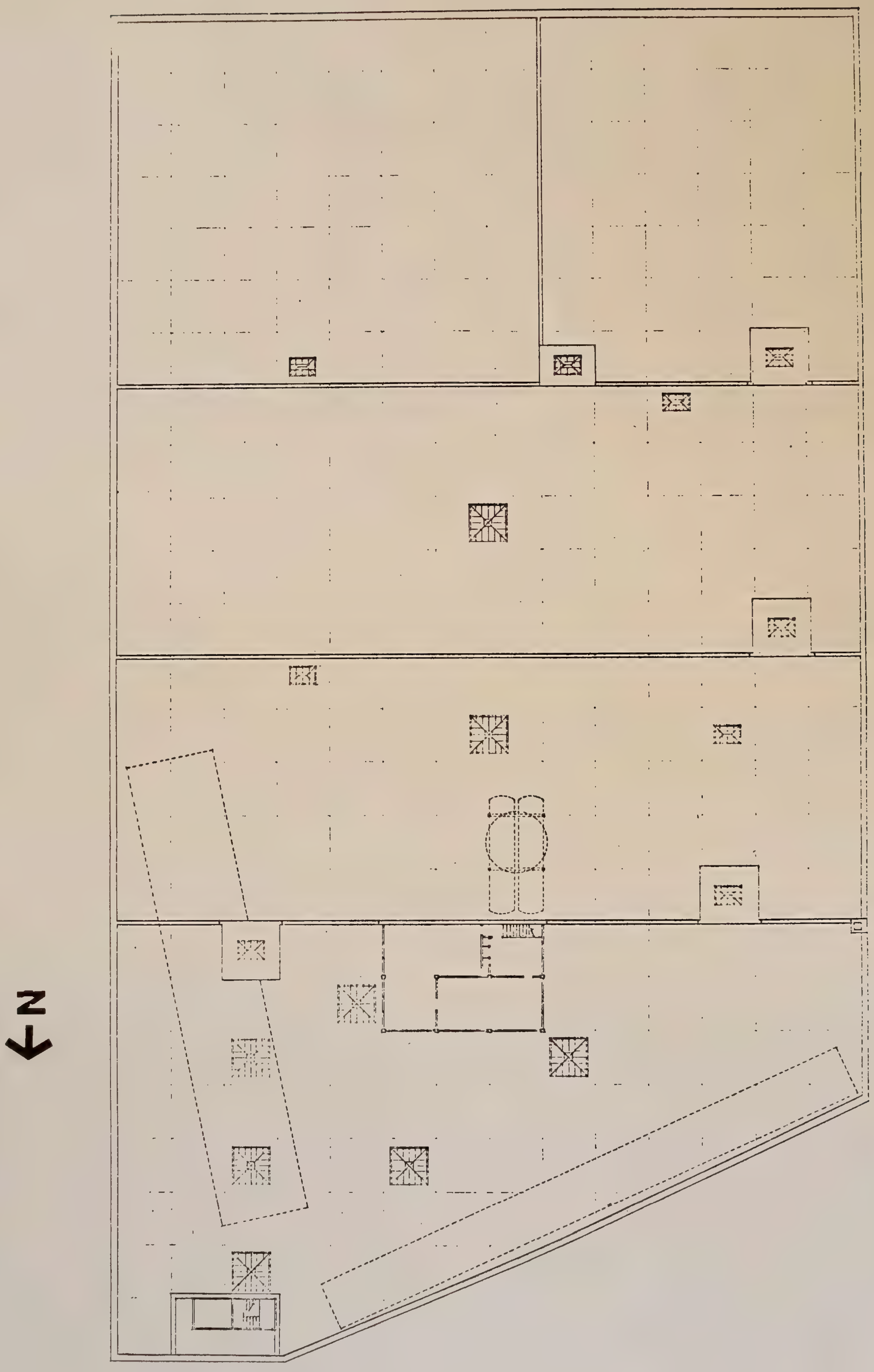

KANSAS & DIVISION ST. - ROOF PLAN

EXISTING FLOOR PLANS

5 0 5 10 20 30 40 50 scale in feet

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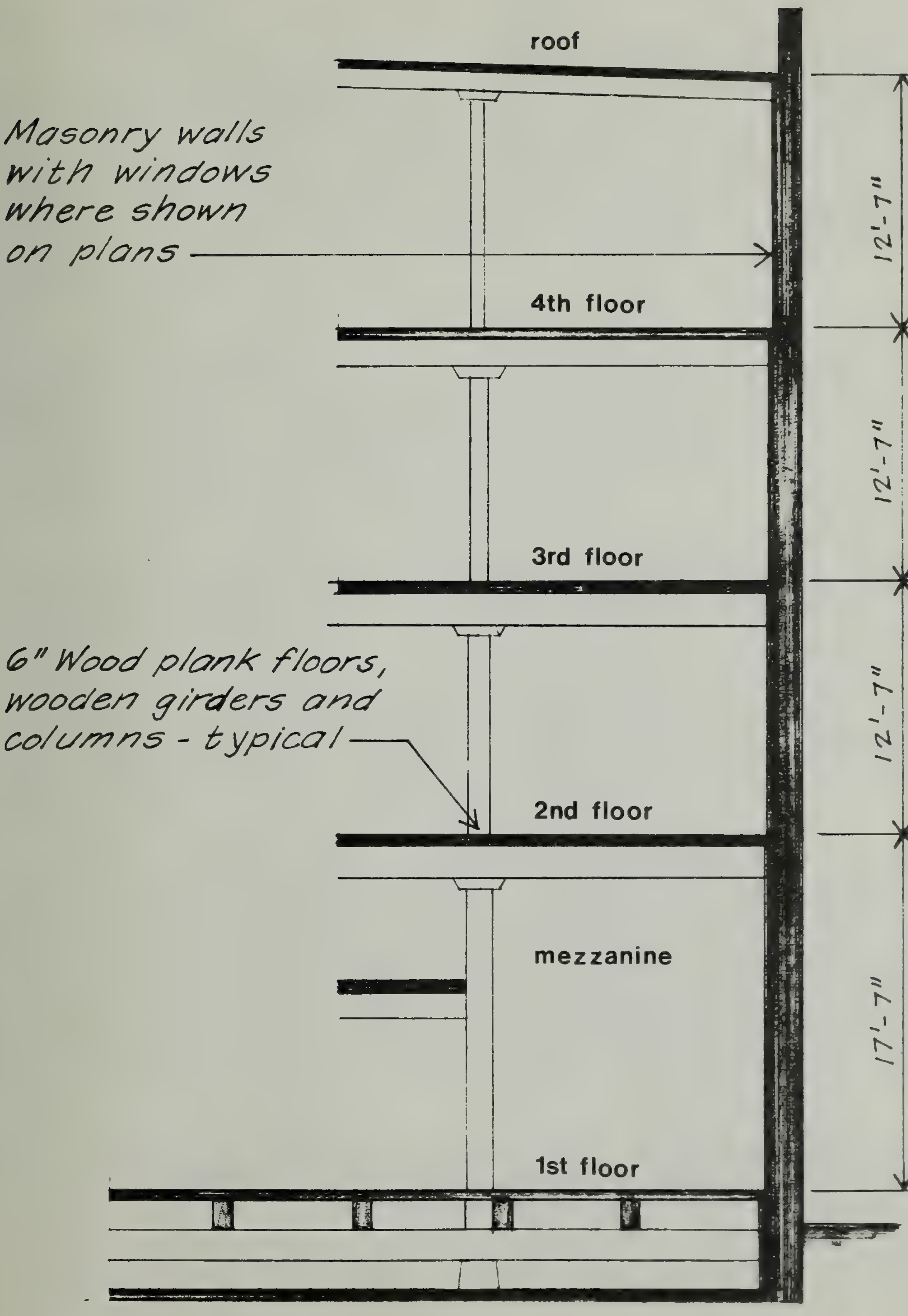
roof
Masonry walls with windows where shown on plans
4th floor
12'-7"
12'-7"
3rd floor
12'-7"
6" Wood plank floors, wooden girders and columns - typical
2nd floor
mezzanine
17'-7"
1st floor

BUILDING SECTIONS

5 0 5 10 scale in feet

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KANSAS & DIVISION STREETS

BUILDING
REHABILITATION
STUDY
GREATER SAN FRANCISCO
CHAMBER OF COMMERCE

KANSAS & DIVISION STREETS

RECOMMENDATIONS

The possibility of the use of 300,000 square feet of crude space by a single tenant seems remote. Such a space could be divided for use by a collection of small manufacturers, artisans, etc. The building could be given over to one industry, such as graphic arts or apparel manufacturing and developed as a center for this activity. Any use of the building, however, is severely limited by lack of parking, either on-site or in the neighborhood, plus a scarcity of public transportation.

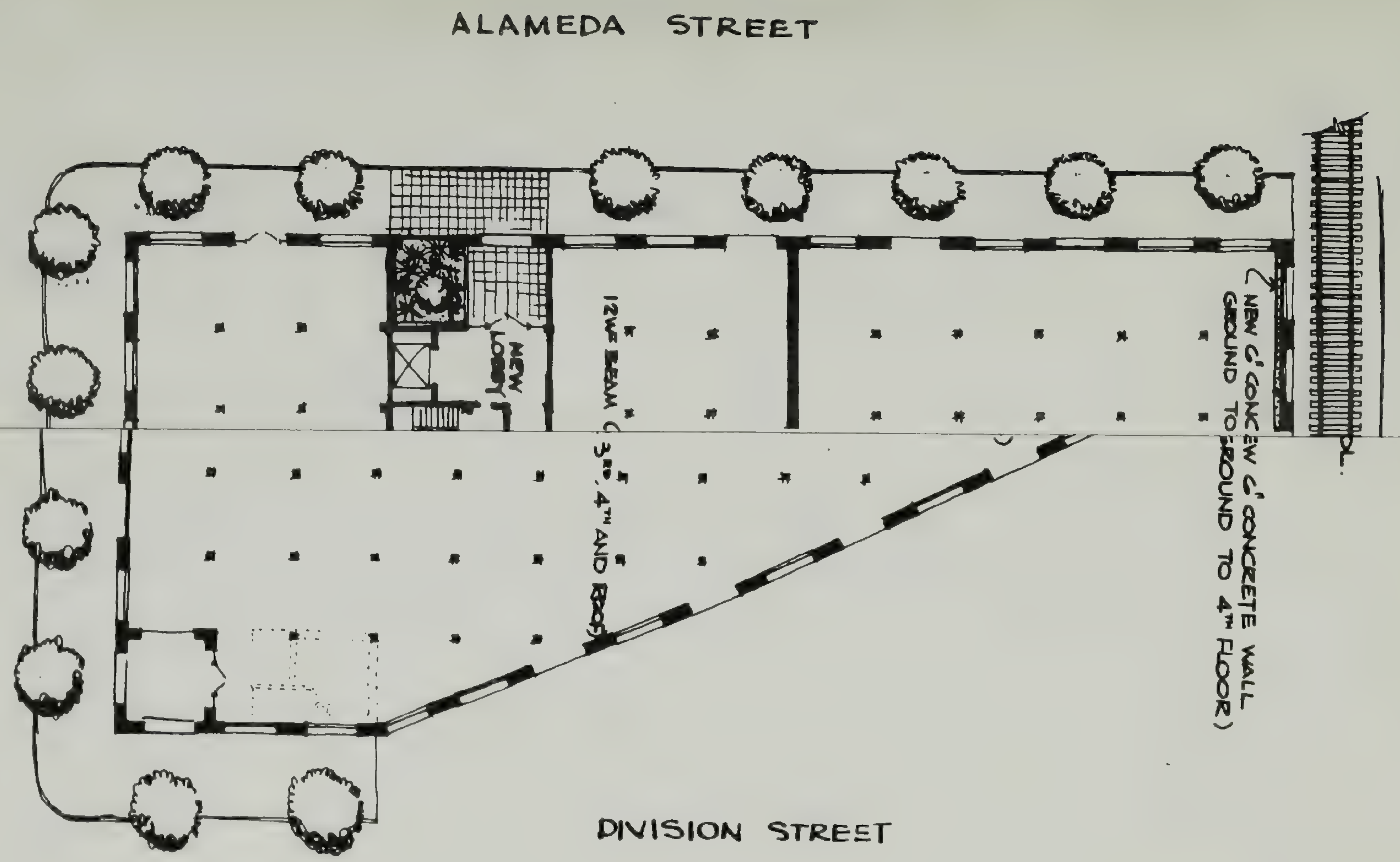
This proposal, therefore, is to remove about 73,920 square feet of the structure and to replace it with a six level parking structure holding 240 cars (11,000 sq.ft.). This major effort would provide a structure capable of handling 20 tenants, each in a major section of the building varying from 4,480 to 13,540 square feet, or more tenants if these spaces were to be sub-divided.

In addition to the major demolition and construction suggested above, the building would require new loading facilities, at least two new elevators, and new stairs. The exterior walls would require new sash, and a mechanical system would have to be provided as outlined.

The exterior of the building is quite handsome as is. However, new entrances, sash, and a repair of the canopies would freshen up the general appearance, as would the removal of the roof signs and water tank.

The procedures described are for the rehabilitation of the one building which is included in this study. It has been mentioned that the surrounding blocks contain other buildings of equal merit, which, were they all to be brought back to life, could create a neighborhood of unusual interest. It would be to the benefit of all the property owners, as well as the City, if the neighborhood were to be redeveloped, with amenities such as parking and open space, serving all the buildings.

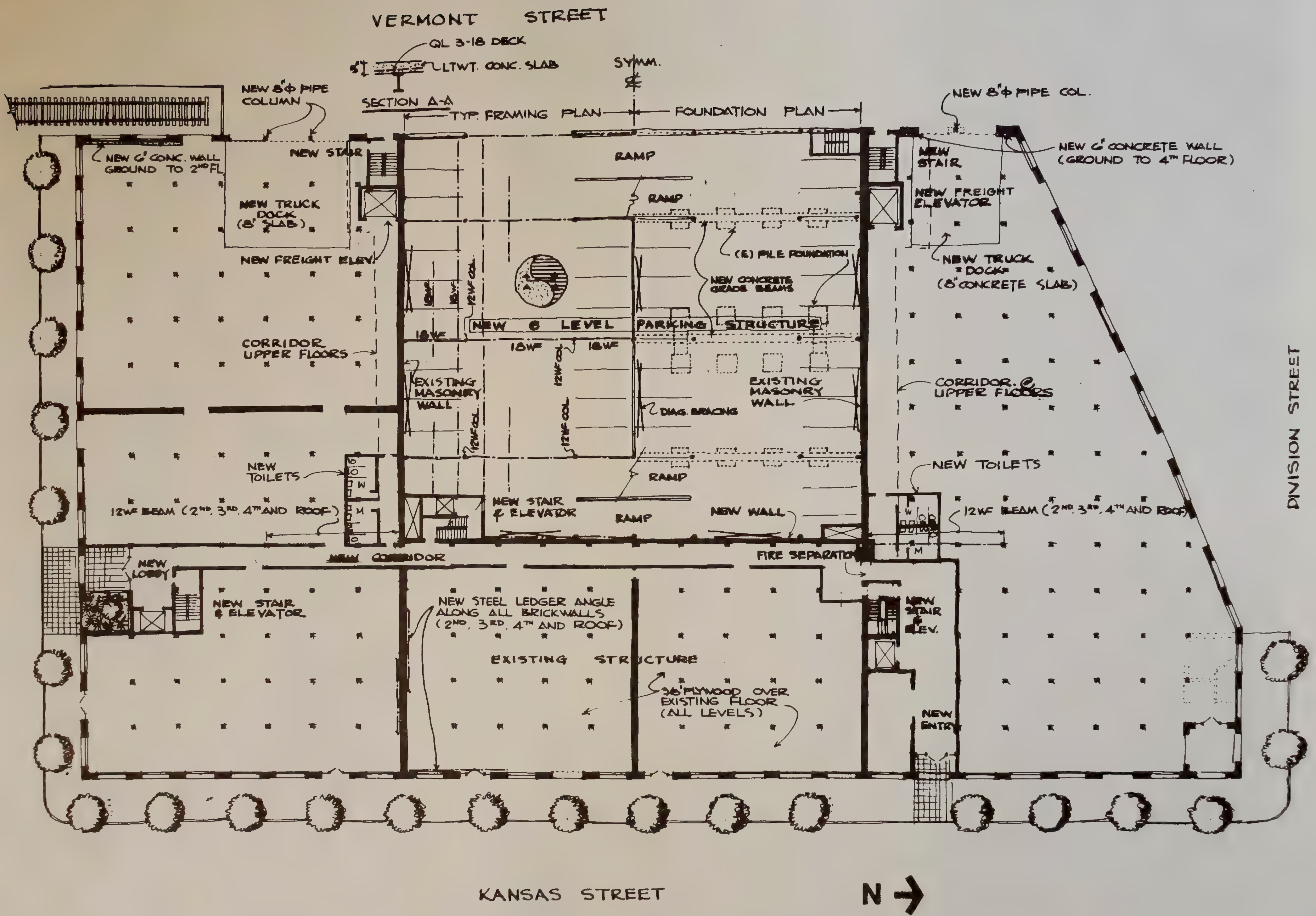
Since the prodecures outlined above are extensive and costly, an alternate scheme is shown which provides vertical and horizontal circulation systems and truck loading facilities for a collection of tenants, but without the parking structure. This, of course, would rely on the City's acceptance of a denser occupancy of this building without any provision for parking.


ALAMEDA STREET
DIVISION STREET
NEW 6' CONCEW 6' CONCRETE WALL
GROUND TOGROUND TO 4TH FLOOR)
NEW LOBBY
12WF BEAM (3RD, 4TH AND ROOF)
PL.

BUILDING REHABILITATION STUDY
GREATER SAN FRANCISCO
CHAMBER OF COMMERCE

KANSAS & DIVISION ST. - FIRST FLOOR
WITH PARKING STRUCTURE

PROPOSED FLOOR PLANS
5 0 5 10 20 30 40 50 scale in feet
WURSTER, BERNARDI & EMMONS, INC.
ARCHITECTS



PROPOSED FLOOR PLANS

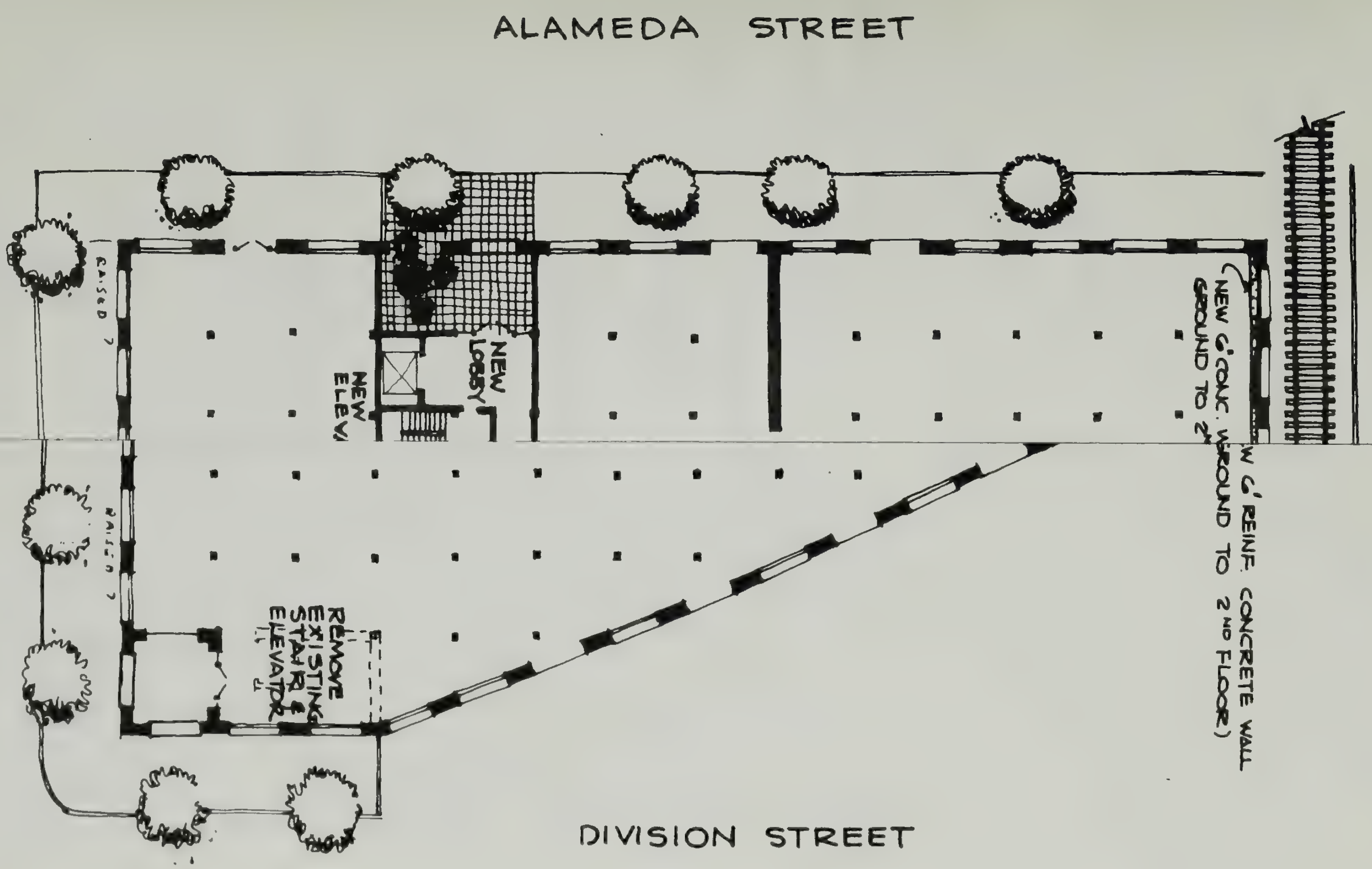
0 5 10 20 30 40 50 scale in feet

WURSTER, BERNARDI & EMMONS, INC. ARCHITECTS

KANSAS & DIVISION ST. - FIRST FLOOR WITH PARKING STRUCTURE

BUILDING REHABILITATION STUDY

GREATER SAN FRANCISCO CHAMBER OF COMMERCE


ALAMEDA STREET
NEW 6' CONC. GROUND TO 2ND
W 6' REINF. CONCRETE WALL (GROUND TO 2ND FLOOR)
NEW LOBBY
NEW ELEV.
RAISED ?
RAISED ?
REMOVE EXISTING STAIR & ELEVATOR
DIVISION STREET

BUILDING REHABILITATION STUDY

GREATER SAN FRANCISCO CHAMBER OF COMMERCE

KANSAS & DIVISION ST. - FIRST FLOOR

PROPOSED FLOOR PLANS

5 0 5 10 20 30 40 50 scale in feet

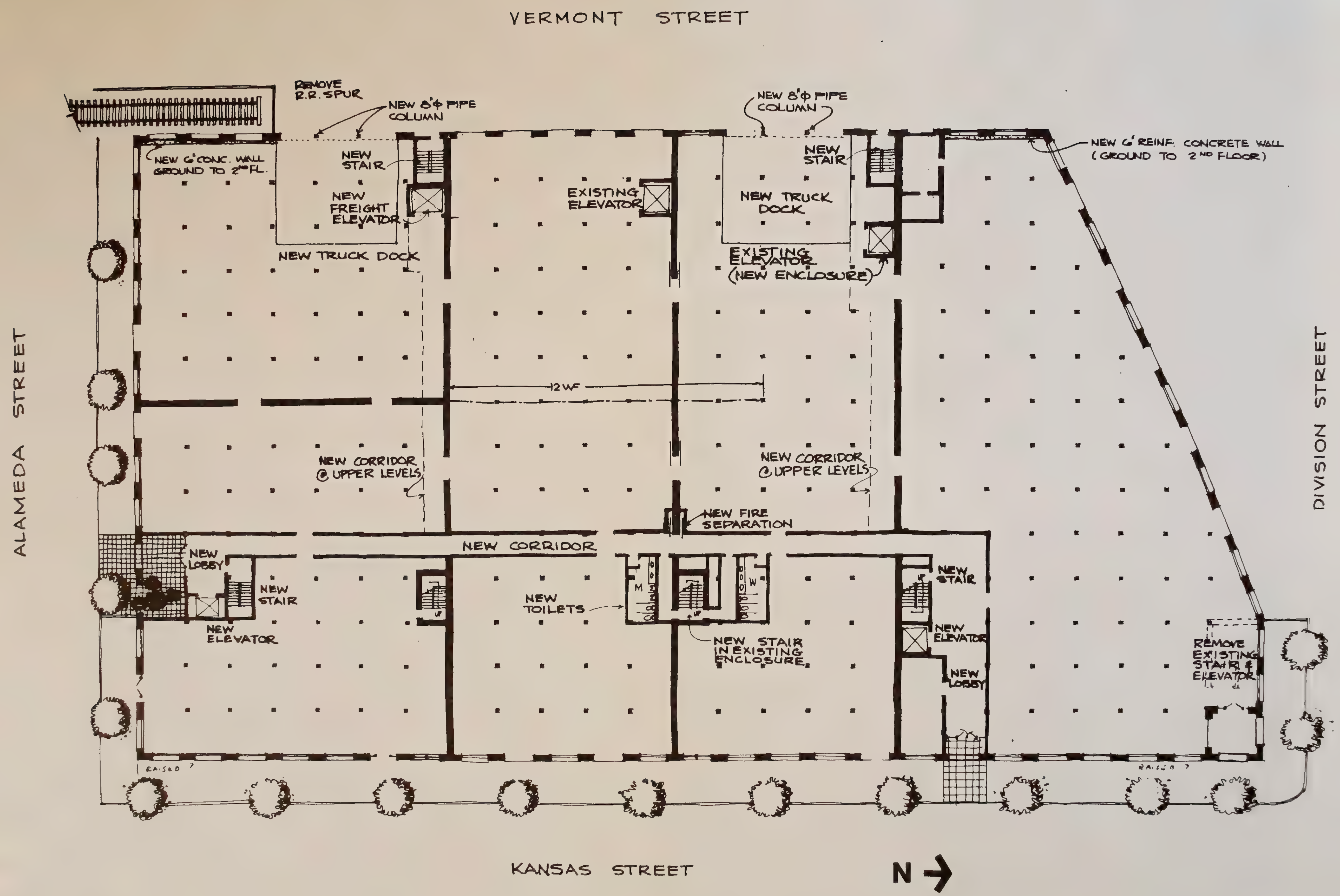
WURSTER, BERNARDI & EMMONS, INC.
ARCHITECTS

KANSAS & DIVISION ST. – FIRST FLOOR

PROPOSED FLOOR PLANS

5 0 5 10 20 30 40 50 scale in feet

WURSTER, BERNARDI & EMMONS, INC.
ARCHITECTS



KANSAS & DIVISION STREETS

OUTLINE SPECIFICATION

Purpose:

The purpose of this outline is to define in as much detail as possible, the scope of work and to establish a standard of quality for the work recommended within the body of this report.

I. SITE WORK

- A. Plant City approved trees along sidewalk as shown on drawings.
- B. Pave new entrance walks and provide small landscape area at entry.

II. BUILDING SHELL

- A. Structure:
    - 1. Existing Building:
        - a. Sheath all floors with 3/8" plywood.
        - b. Install 4 x 4 x 1/4 steel ledger angle on each floor along all brickwalls, and anchor them to walls by grouted anchorbolts spaced at 4 feet.
        - c. Inspect and replace corroded members of loading dock canopy. Install diagonal rod bracing in the plane of beams in alternate bays.
        - d. Install new 8" wall of reinforced concrete or grouted manonry to existing parapet height between the new parking structure and the remaining portion of the building.
        - e. Install new steel "shearcollector" beams at all existing floors in line with the new 8" N-S wall as shown on drawings.
        - f. Construct new reinforced concrete slab and walls for new truck ramps as shown.

g. Replace existing masonry wall - piers with concrete encased steel columns at new truck ramps as shown.

h. Construct new 6" reinforced concrete shearwalls along the inside face of existing masonry wall adjacent to the new truck ramps as shown.

2. New Parking Structure:

a. The parking facility shall consist of one slab-on-grade level and five suspended levels of steel beams and composite metal deck-lightweight concrete slabs, as shown on the drawings. The structure shall be held 2 inches clear of the existing building and shall not be connected to it at any point.

b. Install diagonal bracing system of 6" WF sections in two column bays each along the north, south and east sides (adjacent to existing walls) and along the E-W center column line at all levels.

B. Walls:

1. Circulation corridors, exit corridors, and vestibules for stairs and elevators as shown on drawings, to be metal studs with gypsum board each side (1-hour rated).

2. New first level entryways to have cement plaster on exterior side of walls.

3. One-hour enclosure walls at all levels for new stair and elevator shafts indicated on drawings.

4. New toilet rooms (1-hour) as shown on drawings.

5. Cement plaster on exterior side of new walls for exit stair passageways.

III. MISCELLANEOUS

A. Doors and frames as required for new work.

B. Metal overhead doors at new truck loading docks.

C. Non-absorbent wainscotting on walls at toilet rooms.

D. Hardware for new doors as required.

E. New vinyl flooring at elevator lobbies, corridors, and toilet rooms.

F. Painting:

1. Interior: New walls, doors, etc.; toilet rooms.

2. Exterior: New walls; exterior of new parking structure.

3. New miscellaneous metals: railings, stairs, etc.

G. New Stairs: Steel stringers and landing supports with pre-cast concrete treads and landings.

H. Anodized aluminum storefront windows and entrance doors at two entry lobbies as shown on drawings.

I. Replace all wood sash with anodized aluminum windows.

J. Demolish portion of existing building as required for construction of new parking structure as shown on drawings.

K. Remove portion of existing railroad siding to allow access to new parking structure.

L. Remove existing stair and elevator adjacent to present main entry at corner of Kansas and Division Streets, and other stairs as shown on the drawings.

M. Remove existing mezzanine level.

IV. VERTICAL TRANSPORTATION

A. Add three new passenger elevators as shown on drawings to service 4 floors with a 2500# capacity, 300 f.p.m. speed and selective-collective controls.

B. Add two new freight elevators (5000# capacity) as shown on drawings.

V. PROPOSED MECHANICAL AND ELECTRICAL WORK

A. Mechanical:

Abandon and remove the existing partial heating system. Install a new boiler plant on the roof consisting of two manifolded gas fired hot water boilers. Each boiler shall be rated at 5000 MBH output. The circulation system shall include two 500 gpm pumps in parallel with a reverse return loop at the ceiling of the 4th floor around the perimeter of the garage structure, in the corridors on the north, south and east sides and in the garage on the north side. From this loop four supply and return riser pairs will be taken off at each corner of the garage and shall extend to the ceiling of the first floor with flow adjusters at the top and valved outlets at each floor. The maximum size of the main loop shall be 8" diameter and start of risers to be 4" diameter. Terminal units and branch piping thereto shall be installed at the direction of, or by, the tenants to suit their individual requirements. The basic system is predicated on the use of propeller type hot water unit heaters for heating and air circulation where there is adequate fenestration to comply with natural ventilation requirements of the building code. Where window areas in proportion to floor area are less than these requirements, fan and hot water coil type air handling units shall be installed at the perimeter of the building with the required amount of fresh air being drawn in from louver panels replacing windows and exhausted from similar louvered panels.

A central ventilation system as required by code will be provided for the garage structure which is open on only one side. Shafts at each interior corner, each a minimum of 35 square feet in area, shall be ducted on the roof to a central exhaust fan with a capacity of approximately 70,000 cfm.

Interior toilet areas and corridors shall also be centrally ventilated as per code requirements.

B. Plumbing System:

Install new fixtures and new copper water piping systems. Extend wastes to nearest existing building drain. It is assumed that new water service will be required and that a new gas service will be provided and extended to boiler room on roof. Hot water will be provided from one or more central gas fired storage water heaters on the roof with recirculation system.

C. Fire Protection System:

Existing sprinkler system shall be retained and modified as required by building changes as well as eliminating roof tank.

D. Electrical:

Install a transformer vault in the new parking structure with underground high voltage service to 1500 KVA, 480V, three phase transformers. Install a new main switchboard, floor mounted, dead front, cubicle type in switchgear room beside transformer room with 2000 amp main, central metering and a distribution section. Install two bus ducts each 3-phase, 4 pole, 1000 amps to electrical closets at the north and south areas of the building at each floor. Install a 277/480 volt distribution panelboard in each closet with subfeeders to lighting panelboards, which will be sized for a lighting system incorporating open type fluorescent fixtures designed to provide 80 FC. Install a 100 KVA 480V-12/208V, 3-phase, 4 wire dry type transformer in each closet with distribution panelboard and subfeeders to power panelboards. Install new branch circuit wiring for lighting and power in garage structure and install ceiling mounted strip fluorescent fixtures in garage.

Install new exit lights and emergency lighting. Install new fire alarm system.

For the building proper, lighting fixtures and branch circuit wiring is exposed conduit for lighting and power shall be installed at the direction of, or by, the tenants to suit their individual requirements.

E. Metering:

As this is a multiple occupancy building, with undetermined tenant areas, all utilities will be centrally metered with proportionate tenant assessments.

F. Alternate for not Providing Garage Structure:

Mechanical system shall be as described above except boiler capacity will be increased to two 6000 MBH output boilers and two 600 gpm pumps, also the garage ventilation system will not be required.

VI. ALTERNATES

A. Remove sign and tanks from roof.

B. Parking structure (including necessary demolition, etc.) not to be built. Building shell to remain intact and changed only as indicated on "Alternate Proposal" drawings.

C. Add two new passenger elevators (2500# capacity - 300 f.p.m. speed with selective-collective controls) and one new freight elevator of 5000# capacity. Replace one of the existing freight elevators with new platform and machinery.

BARRETT CONSTRUCTION COMPANY

1800 EVANS AVENUE -:- SAN FRANCISCO, CALIF. 94124

TELEPHONE 647-9700

KANSAS & DIVISION STREETS

ESTIMATE OF CONSTRUCTION COST

		Base Proposal	Alternate Add Garage
I	Site Work	$ 13,300.00	--
II	Building	--	--
Div. 2	Demolitions & Removal - Shore	90,560.00	$ 61,020.00
Div. 3	Concrete Forms Reinforcing	14,500.00	140,240.00
	Gunite	7,200.00	--
Div. 4	Masonry	2,025.00	6,000.00
Div. 5	Misc. Metals Stairs & Misc.	28,280.00	19,500.00
	Ledger Angles	35,700.00	(7,450.00)
	Canopies	14,300.00	--
	Structural Steel	13,400.00	419,920.00
	Metal Deck	--	82,250.00
Div. 6	Rough Carpentry	53,000.00	(14,620.00)
	Finish Carpentry	2,100.00	--
Div. 7	Roofing	2,500.00	300.00
	Garage Waterproofing	--	46,000.00
	Sheet Metal Flashing	500.00	2,500.00
Div. 8	Wood Doors	9,560.00	--
	Metal Doors & Frames	6,540.00	--
	Roll-up Doors	7,800.00	
	Window Wall & StoreFronts	71,050.00	(5,700.00)
	Metal Sash	83,250.00	(12,000.00)
Div. 9	Dry Wall Partitions	223,620.00	(3,600.00)
	Lath & Plaster	5,500.00	12,750.00
	Painting	23,000.00	5,000.00
	Resilient Flooring	13,000.00	--
Div. 10	Builder's Hardware	6,000.00	600.00
Div. 14	Passenger Elevators	51,600.00	22,500.00
	Service Elevators	48,700.00	10,000.00
Div. 15	Plumbing	45,000.00	12,000.00
		$871,985.00	$797,210.00

	Base Proposal	Alternate Add Garage
Brought forward	$ 871,985.00	$ 797,210.00
Heating, Ventilating & Air Conditioning	250,000.00	25,000.00
Fire Sprinklers	60,000.00	50,000.00
Div. 16 Electrical	135,000.00	45,000.00
	$1,316,985.00	$ 917,210.00
Contractor's Field Supervision, Overhead Costs and Fee	198,015.00	137,790.00
	$1,515,000.00	$1,055,000.00
		1,515,000.00
Total with Parking Structure		$2,570,000.00

KANSAS & DIVISION STREETS

COST ANALYSIS

1 - Base Proposal without Garage:

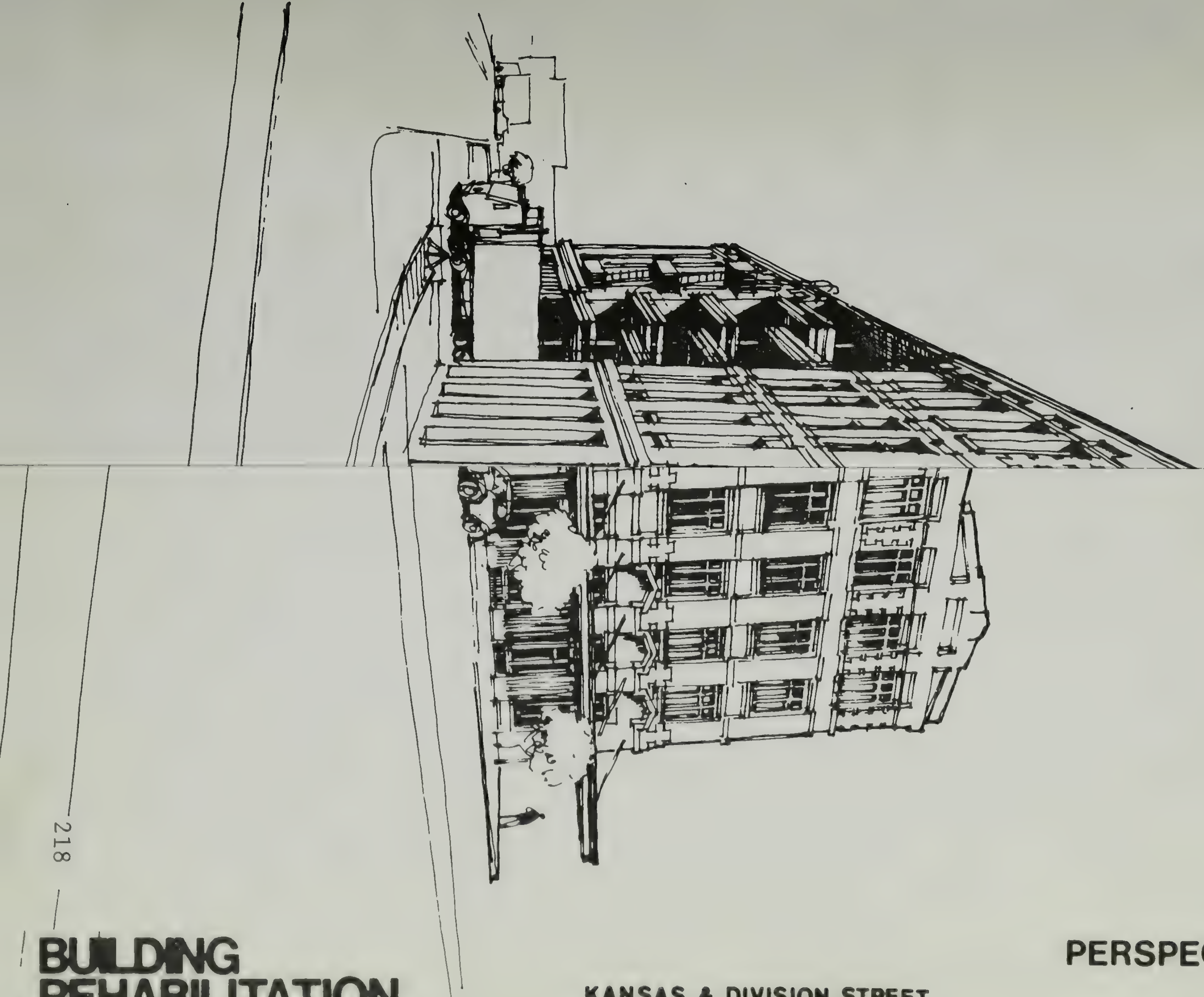
Existing Area to be Improved (4 Floors)	268,264 Sq. Ft.
Estimated Cost of Improvements	$1,515,000.00
Estimated Cost Per Sq. Ft.	$5.65

Assessed Value of Building X 4	$315,000.00
Total Value of Building after Improvements	$1,830,000.00
Total Value Per Sq. Ft.	$6.85

2 - Alternate Proposal with Garage:

Estisting Area to be Improved (4 Floors)	198,264 Sq. Ft.
New Garage Area (6 Floors)	105,000 Sq. Ft.
Total Area of Building Improvements	303,264 Sq. Ft.
Estimated Cost of Improvements	$2,570,000.00
Estimated Cost Per Sq. Ft.	$8.50

Assessed Value of Building X 4 ($78,750 X 4)	$315,000.00
Total Value of Building after Improvements	$2,885,000.00
Total Value Per Square Foot	$9.55



PERSPECTIVE SKETCH

KANSAS & DIVISION STREET

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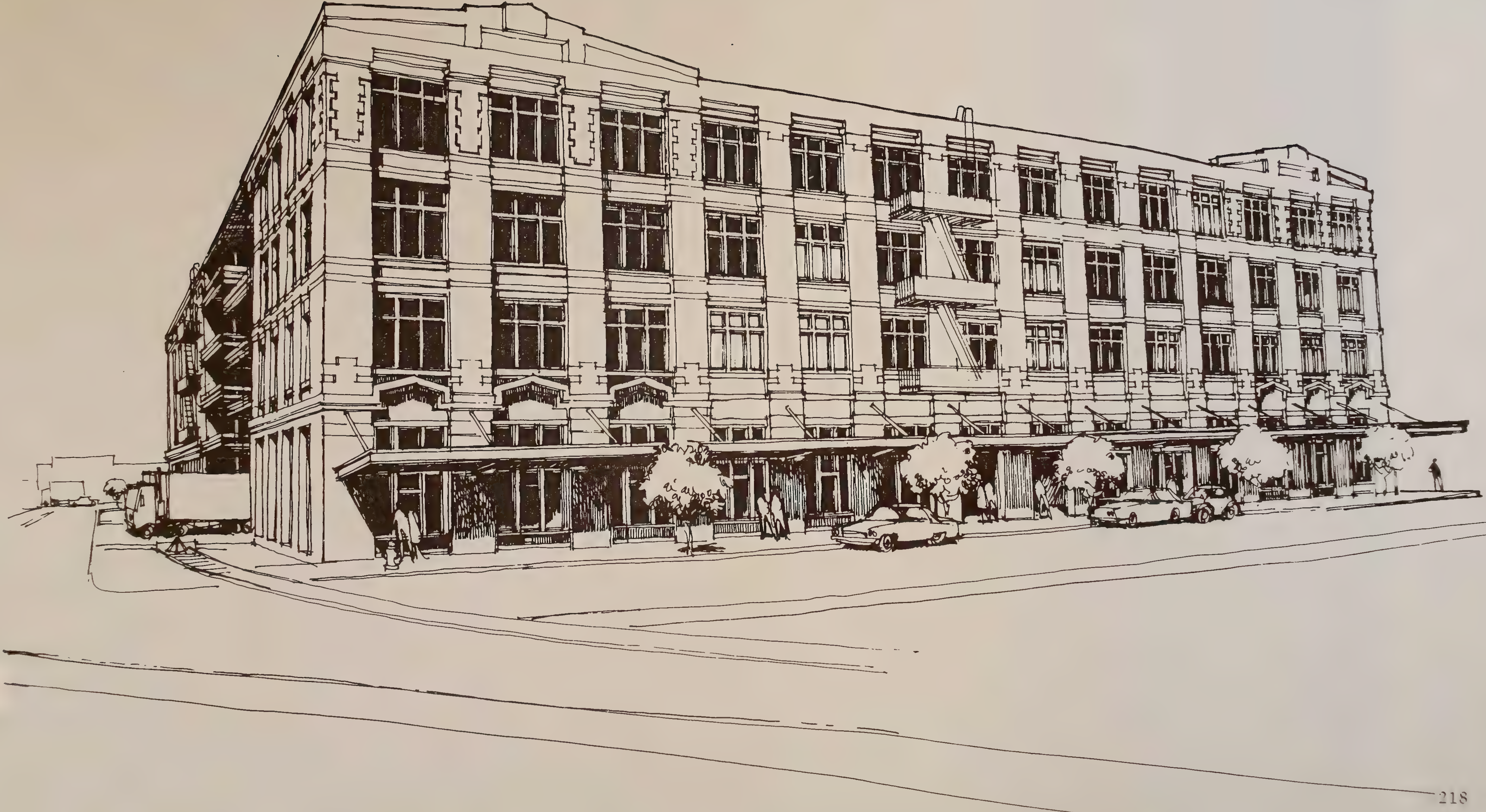
ARCHITECTS

BUILDING REHABILITATION STUDY
GREATER SAN FRANCISCO
CHAMBER OF COMMERCE



KANSAS & DIVISION STREET

PERSPECTIVE SKETCH

WURSTER, BERNARDI & EMMONS, INC.
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BUILDING REHABILITATION STUDY

GREATER SAN FRANCISCO
CHAMBER OF COMMERCE

598
POTRERO AVE.

598 POTRERO AVENUE

CONTENTS

Data Sheet 221
Neighborhood Analysis 222
Neighborhood Map 223
Description of Building 224
Code Analysis 228

Existing Floor Plans

Basement 230
First Floor 231
Mezzanine 232
Second Floor 233
Building Section 234
Recommendations 235

Proposed Floor Plans

Basement 237
First Floor 238
Mezzanine 239
Second Floor 240
Outline Specifications 241
Cost Estimate 245
Cost Analysis 246
Perspective Sketch 247

598 POTRERO AVENUE

DATA SHEET

Address:	598 Potrero Avenue (Eighteenth Street and Potrero Avenue)	
Legal Description:	Assessor's Block 4014, Lot #2	
Building Type:	Type I	
Occupancy:	F-1 (Warehouse and Light Manufacturing)	
Number of Floors:	2 floors plus a Basement and a Mezzanine Level	
Area of Lot:	14,060 Sq. Ft.	
Area of Building:	Basement	11,616 sq.ft.
	First Floor	11,616
	Mezzanine	6,275
	Second Floor	11,616
		41,123 sq.ft.
Zoning Classification:	M-1	

598 POTRERO AVENUE

NEIGHBORHOOD ANALYSIS

Commercial activity occurs along the heavily traveled Potrero Avenue, while light industrial plants and some warehousing predominate in the rest of the neighborhood. Interspersed, however, are clusters of residential use. The freeway, one block to the east, closes off everything in that direction.

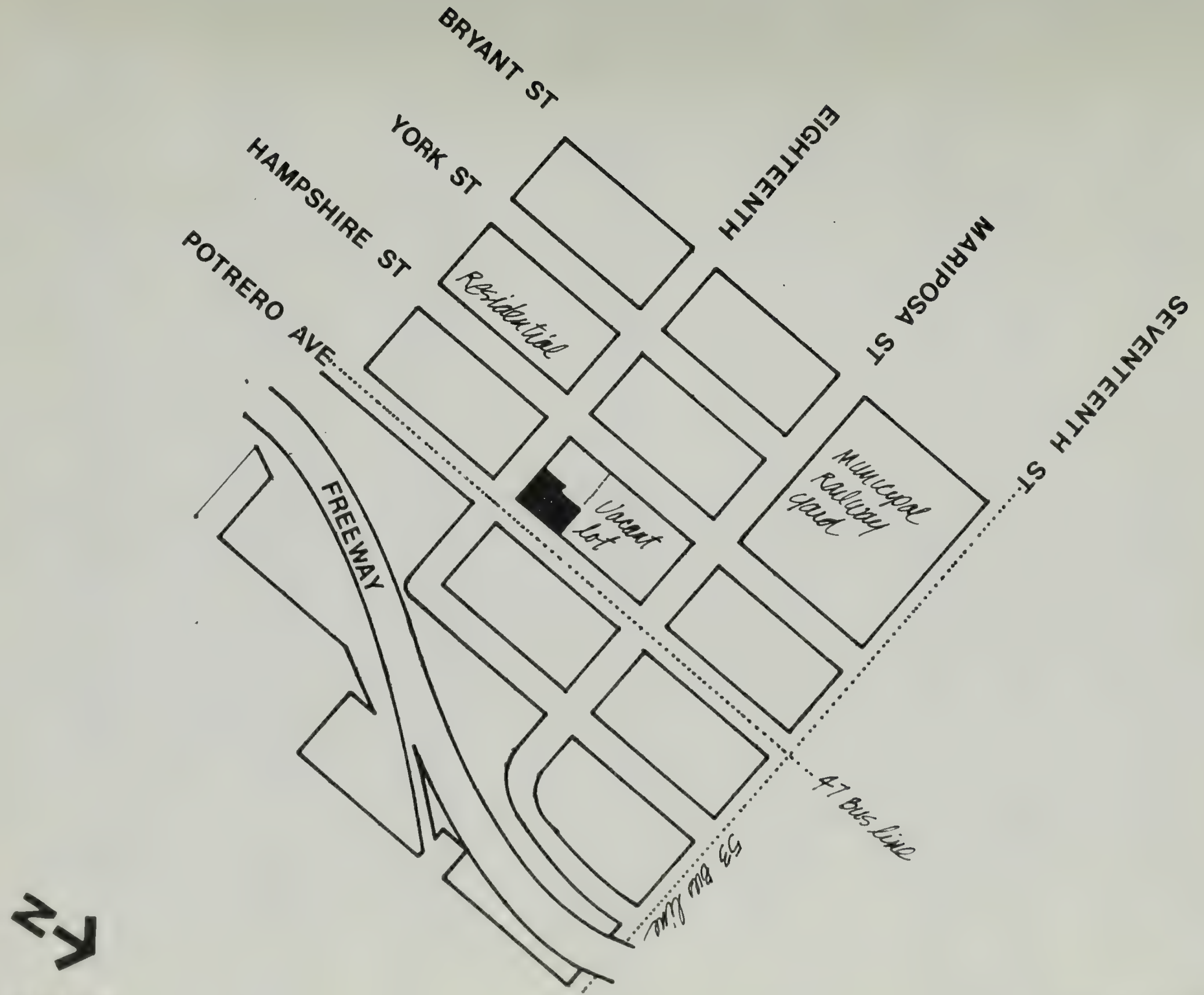
This location is well served by the freeways with access possible to the north at 9th and 10th Streets, and to the south at the Army Street interchange.

There is no railroad spur serving this building.

Bus service is provided by the 47 line which runs on Potrero Avenue.

There is no off-street parking available in the neighborhood.

No basic changes seem likely in the near future in this area.



BUILDING REHABILITATION STUDY GREATER SAN FRANCISCO CHAMBER OF COMMERCE

598 POTRERO AVENUE

NEIGHBORHOOD MAP

250 0 250 500 scale in feet

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598 POTRERO AVENUE

DESCRIPTION OF BUILDING

Architectural:

This is a reinforced concrete structure with two stories and a mezzanine level plus a full basement. The walls are fully glazed between the columns on three sides of the building. Built in 1926, its most recent use was for the manufacture of plastics.

Entrances:

The main entrance is directly off the sidewalk at the corner of 18th and Potrero, with an entrance to the basement on 18th Street. There are loading dock doors on the sidewalk along Potrero Avenue, and truck loading doors into a shed on the west side of the building, and also directly into the building at the basement level.

Fenestration:

All floors are well lit with steel factory sash on three sides of each floor.

Stairs:

There are no legal stairs in the building. Two sets of stairs in the southeast part of the building serve all levels. There are no fire escapes.

Elevators:

There is one large freight elevator, in need of rehabilitation, which serves all levels and has an opening to the sidewalk on Potrero Avenue.

Interior:

The interior is all clear loft space except for some illegal wood frame mezzanine additions built within the building. Half of the ground floor is a two-story space.

Exterior:

The exterior surface is in good shape but in need of paint. A metal shed structure to the west is very unsightly.

598 POTRERO AVENUE

Condition:

Because of lack of maintenance all surfaces (floors, walls, windows, and ceilings) need refinishing. The clearing out of wood construction within and the shed structure outside the building will give a much cleaner appearance for the building.

Site:

With the removal of the shed, an open yard about eighteen feet wide will be created. This will allow for an efficient off-street truck loading dock area.

598 POTRERO AVENUE

STRUCTURAL

The building is a reinforced concrete structure of flat slab floors and roof, and reinforced concrete exterior walls. There is a wood frame addition to the mezzanine in poor condition and temporary type supports. The foundations are shallow spread footings according to the original structural drawings.

The building generally appears to be in good structural condition. (With the exception of the wood frame addition which should be removed). There is some spalling and apparent chemical damage to the concrete floors in spots where reinforcing bars became exposed, these areas should be repaired.

Calculations based on the original structural drawings indicate that the floors are capable of supporting 200 psf live load. Preliminary calculations were also made for lateral (earthquake) loads, showing that the building would meet the "Riley Act" provisions without major structural improvements.

EXISTING MECHANICAL & ELECTRICAL

Heating & Ventilation:

There is an existing operating gas furnace serving first floor and mezzanine with a duct system. The second floor was served by a now unserviceable water boiler. The heating systems would not be reuseable or adequate in view of any significant remodeling work.

Plumbing:

The existing plumbing facilities are inadequate and generally unserviceable and will need to be replaced.

Fire Protection:

There is no existing fire sprinkler or standpipe system.

Electrical:

Existing lighting and power system is minimal and presently not in service. Parts of system have been removed for salvage.

598 POTRERO AVENUE

CODE ANALYSIS

Building Code and Planning Code requirements vary according to the type of building and its occupancy. In the present case, the building type is known. The following code requirements for this building type are plotted against possible occupancies, and against the existing conditions.

It must be noted that the code requirements can only be invoked against an existing building when a change in occupancy or major structural alteration is contemplated. If the use changes, but within the same occupancy division (i.e., within F-1, from warehouse to light manufacturing) the building must be made to conform to those code provisions which are affected by the increase in occupant load (stairs, exits, toilets, etc.)

If the occupancy changes from one division to another, such as from F-1 to F-2 (light manufacturing to office building) then substantial conformance to the code provisions would be enforced, including structural provisions.

The area and height limitations as found in the zoning code would be applicable in this analysis if major additions to either the area or the height were to be a consideration. However, since this would be out of the scope of this report, the area and height considerations in the analysis are only within context of the Building Code.

598 POTRERO AVENUE

Building Type: I	Occupancy F-1 Allowable or Required	Occupancy F-2 Allowable or Required	Actual
1. Height	Unlimited	Unlimited	2 stories +
2. Area	Unlimited	Unlimited	40,098 sq.ft
3. Exits each Floor	2	2	0
4. Exits from Building	2	2	1
5. Smokeproof Tower	None Required	None Required	0
6. Light and Ventilation	1,162 sq.ft. (Typical Fl.)	1,162 sq.ft. (Typical Fl.)	1480 sq.ft.
7. Sanitation	6 w.c. 2 urinals 3 lavs.	6 w.c. 2 urinals 3 lavs.	4 w.c. 0 urinals 4 lavs.
8. Off-street Parking	20	80	0
9. Off-street Loading	1	0	1

BUILDING REHABILITATION STUDY
GREATER SAN FRANCISCO
CHAMBER OF COMMERCE

598 POTRERO AVENUE - BASEMENT

EXISTING FLOOR PLANS
5 0 5 10 20 30 40 50 scale in feet
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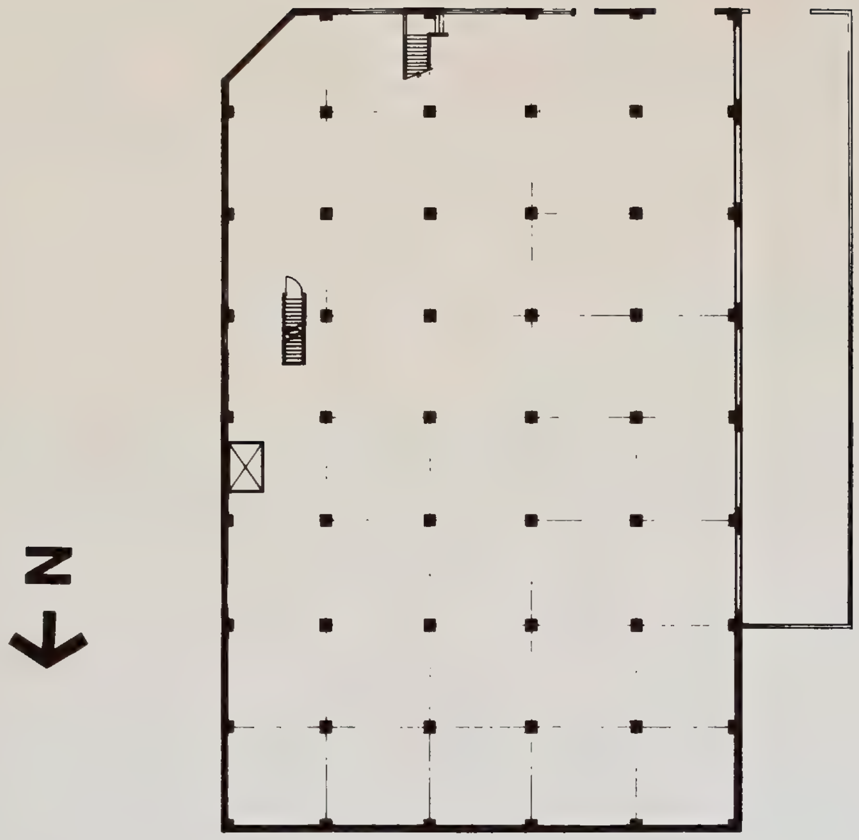

**BUILDING
REHABILITATION
STUDY** GREATER SAN FRANCISCO
CHAMBER OF COMMERCE

598 POTRERO AVENUE - BASEMENT

EXISTING FLOOR PLANS

5 0 5 10 20 30 40 50 scale in feet

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BUILDING REHABILITATION STUDY
GREATER SAN FRANCISCO CHAMBER OF COMMERCE

598 POTRERO AVENUE - FIRST FLOOR

EXISTING FLOOR PLANS
5 0 5 10 20 30 40 50 scale in feet
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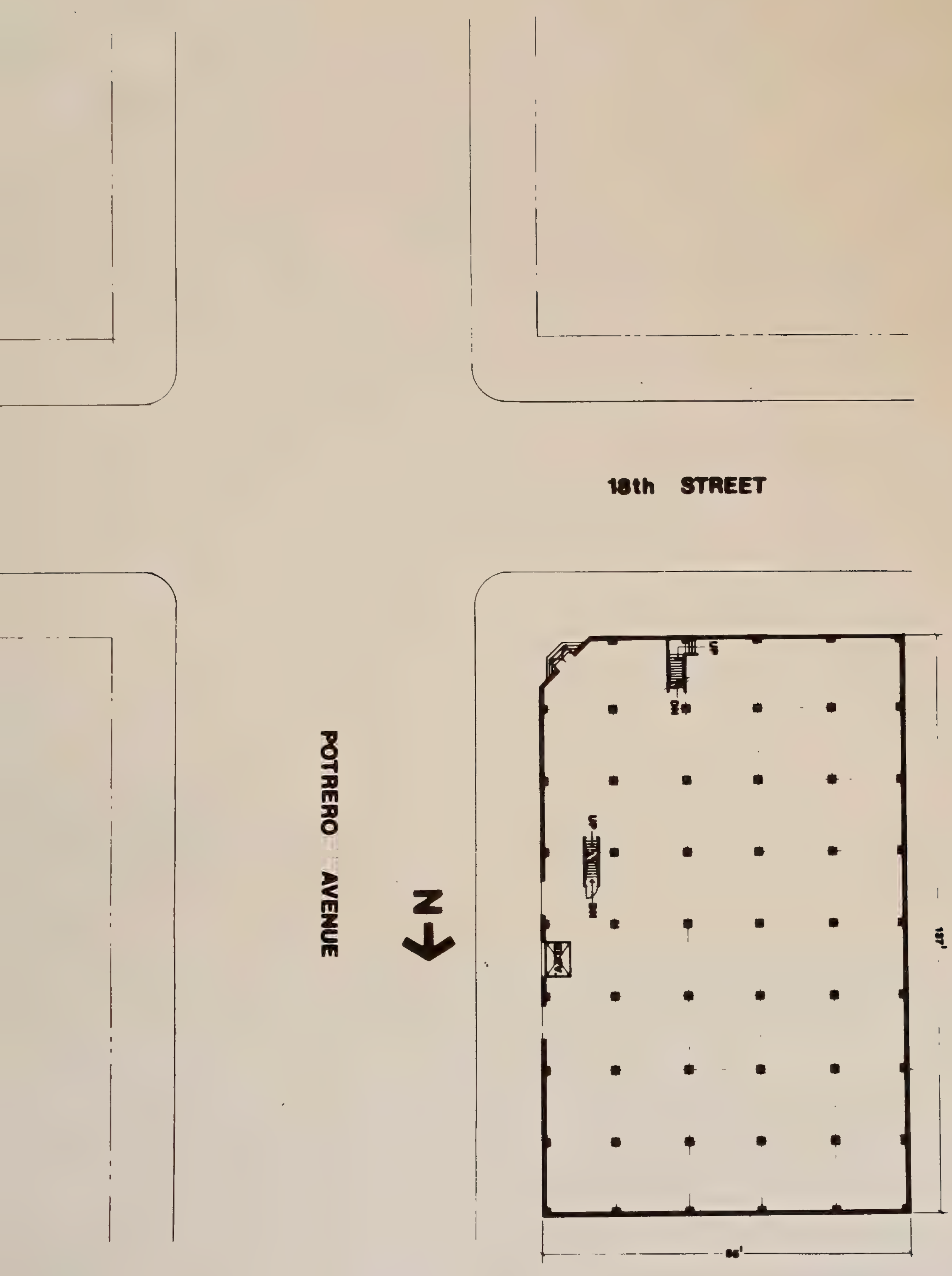

BUILDING REHABILITATION STUDY GREATER SAN FRANCISCO CHAMBER OF COMMERCE

598 POTRERO AVENUE - FIRST FLOOR

EXISTING FLOOR PLANS
5 0 5 10 20 30 40 50 scale in feet
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BUILDING REHABILITATION STUDY
GREATER SAN FRANCISCO
CHAMBER OF COMMERCE

598 POTRERO AVENUE - MEZZANINE

EXISTING FLOOR PLANS

5 0 5 10 20 30 40 50 scale in feet

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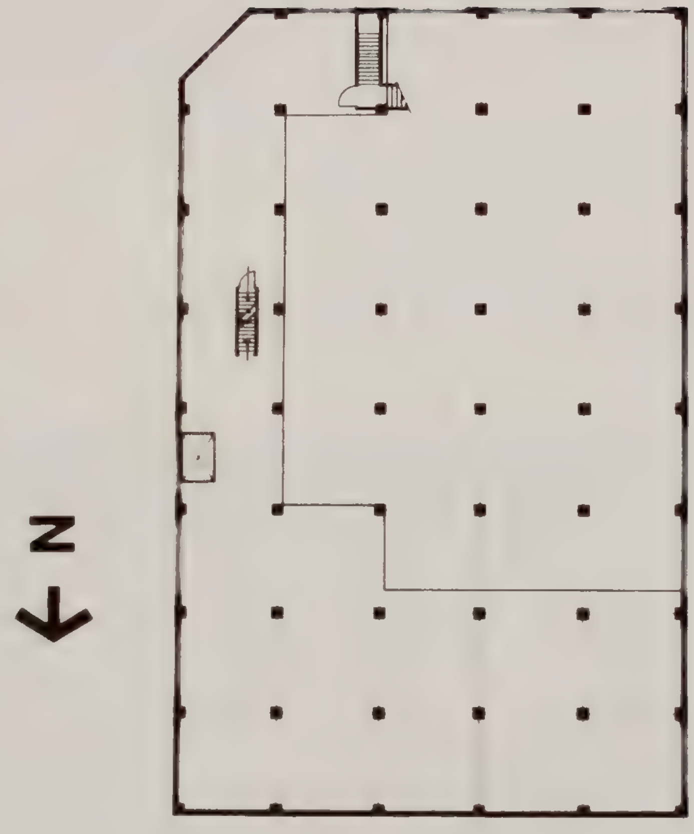
ARCHITECTS



BUILDING REHABILITATION STUDY

GREATER SAN FRANCISCO CHAMBER OF COMMERCE

598 POTRERO AVENUE - MEZZANINE

EXISTING FLOOR PLANS

5 0 5 10 20 30 40 50 scale in feet

WURSTER, BERNARDI & EMMONS, INC.
ARCHITECTS

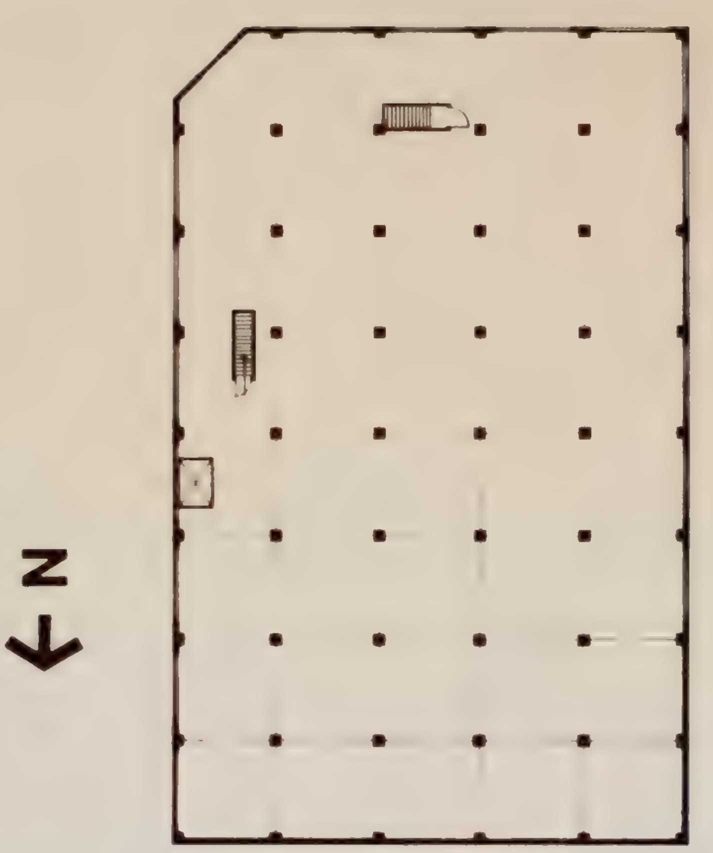
BUILDING REHABILITATION STUDY GREATER SAN FRANCISCO CHAMBER OF COMMERCE

598 POTRERO AVENUE - SECOND FLOOR

EXISTING FLOOR PLANS

5 0 5 10 20 30 40 50 scale in feet

WURSTER, BERNARDI & EMMONS, INC.
ARCHITECTS



BUILDING REHABILITATION STUDY GREATER SAN FRANCISCO CHAMBER OF COMMERCE

598 POTRERO AVENUE - SECOND FLOOR

EXISTING FLOOR PLANS

5 0 5 10 20 30 40 50 scale in feet

WURSTER, BERNARDI & EMMONS, INC.
ARCHITECTS

BUILDING SECTIONS

5 0 5 10 scale in feet

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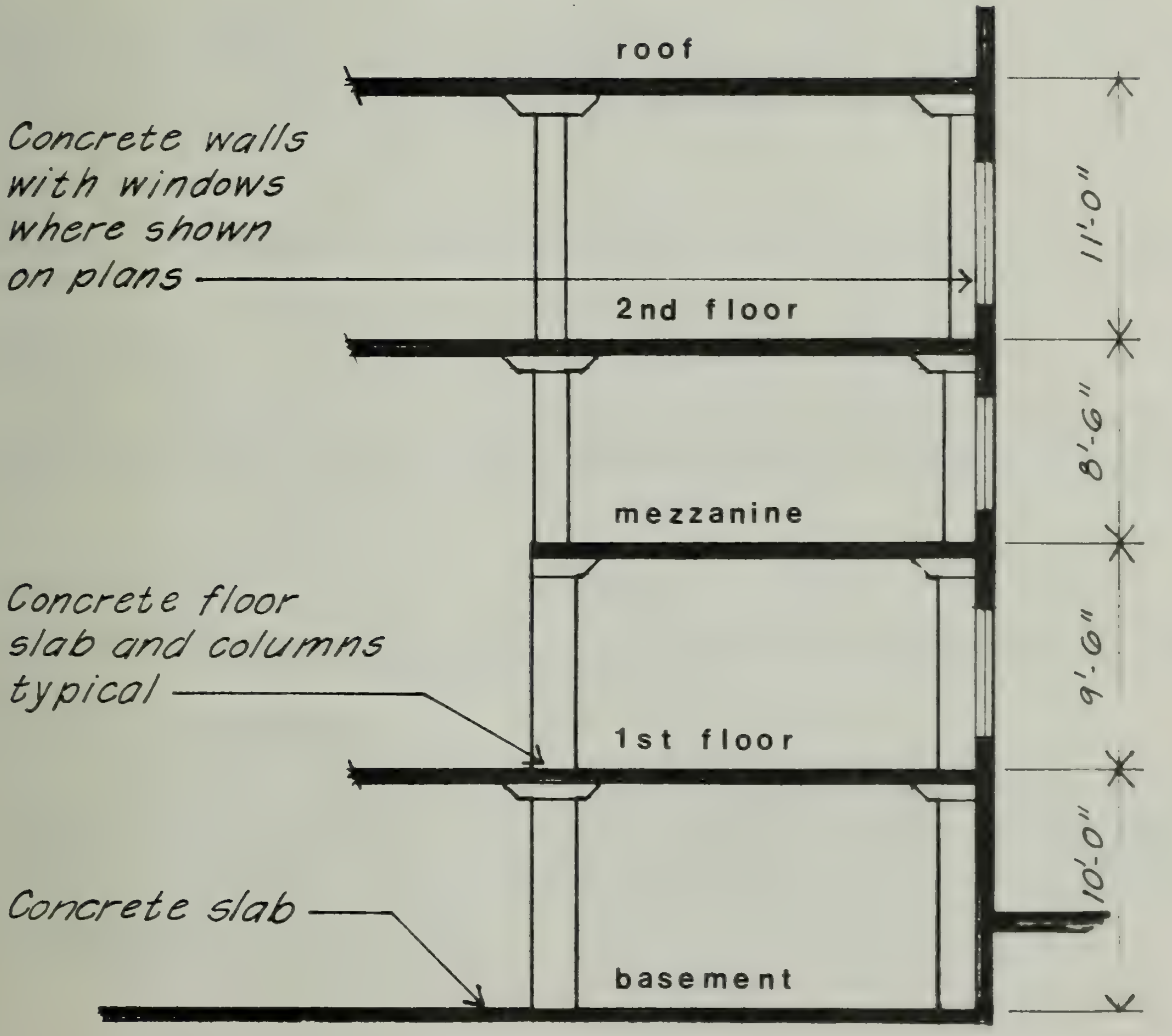
598 POTRERO AVENUE



Concrete walls with windows where shown on plans

Concrete floor slab and columns typical

Concrete slab

BUILDING REHABILITATION STUDY
GREATER SAN FRANCISCO
CHAMBER OF COMMERCE

598 POTRERO AVENUE

RECOMMENDATIONS

With the necessary rehabilitation work being done, there should be no reason why a light manufacturing use could not again function in this building. Single tenancy is probably most efficient in this sort of use. However a division into multiple offices seems very possible as well. Both the basement and top floor lend themselves to separate and/or multiple occupancy. The neighborhood is probably capable of supporting some professional offices. Some rather extensive work is necessary, of course, to shape up this building both in appearance and function.

Code areas which are a problem include: the need for legal stairs and exitways; mechanical and electrical provisions; removal of non-conforming structure; and off-street parking.

Lobby Entrance:

Opening up the main entrance lobby will make it much more inviting and obvious.

Truck Docks:

By more efficient use of the space at the west of the building for this purpose, the doors on the Potrero Street sidewalk can be closed off.

Interior:

All illegal and shoddy interior wood construction should be removed.

Vertical Circulation:

A new passenger elevator near the main entrance will give convenient access to all levels. A new stair in the northwest corner of the building and proper enclosure of the existing stairs are necessary.

Ventilation and Sanitation:

New toilet facilities will be required.

598 POTRERO AVENUE

Appearance:

It will be necessary to improve the entrance, paint the entire exterior, remove the metal shed and increase street tree planting to insure a good looking building.

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598 POTRERO AVENUE - BASEMENT

PROPOSED FLOOR PLANS
5 0 5 10 20 30 40 50 scale in feet
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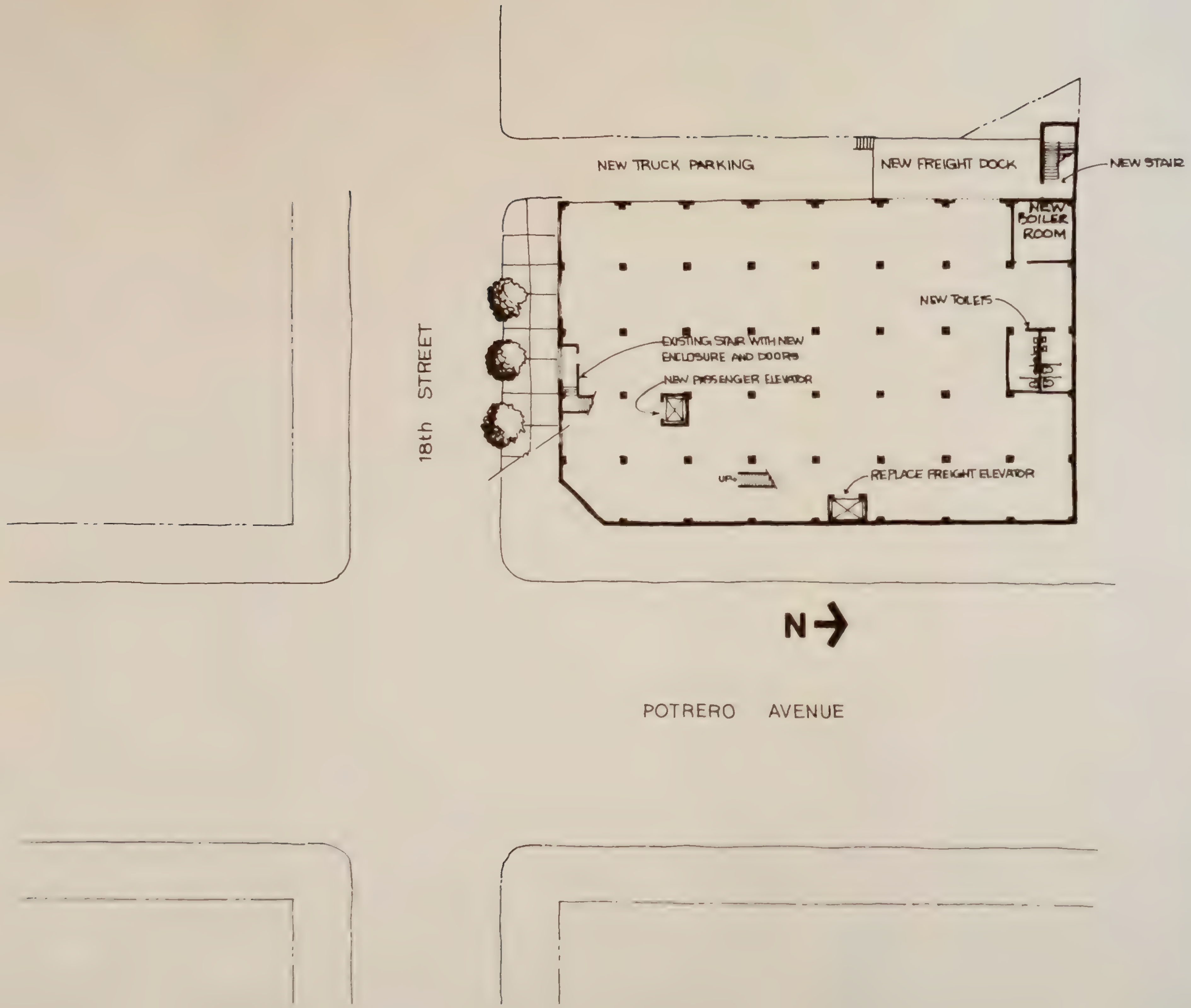

BUILDING REHABILITATION STUDY

GREATER SAN FRANCISCO
CHAMBER OF COMMERCE

598 POTRERO AVENUE - BASEMENT

PROPOSED FLOOR PLANS

5 0 5 10 20 30 40 50 scale in feet

WURSTER, BERNARDI & EMMONS INC
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BUILDING REHABILITATION STUDY

GREATER SAN FRANCISCO
CHAMBER OF COMMERCE

598 POTRERO AVENUE – FIRST FLOOR

PROPOSED FLOOR PLANS

5 0 5 10 20 30 40 50 scale in feet

WURSTER, BERNARDI & EMMONS, INC.
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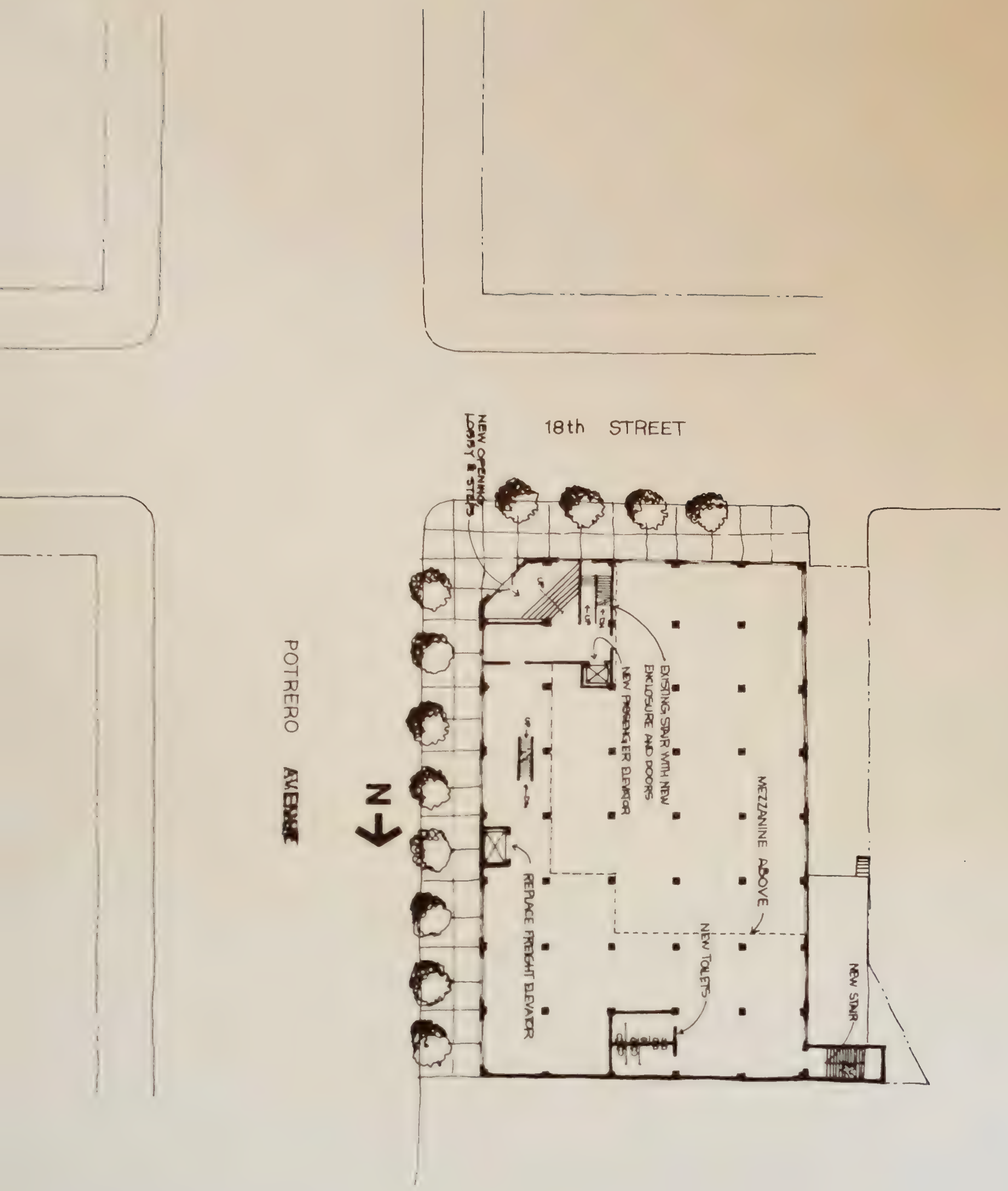
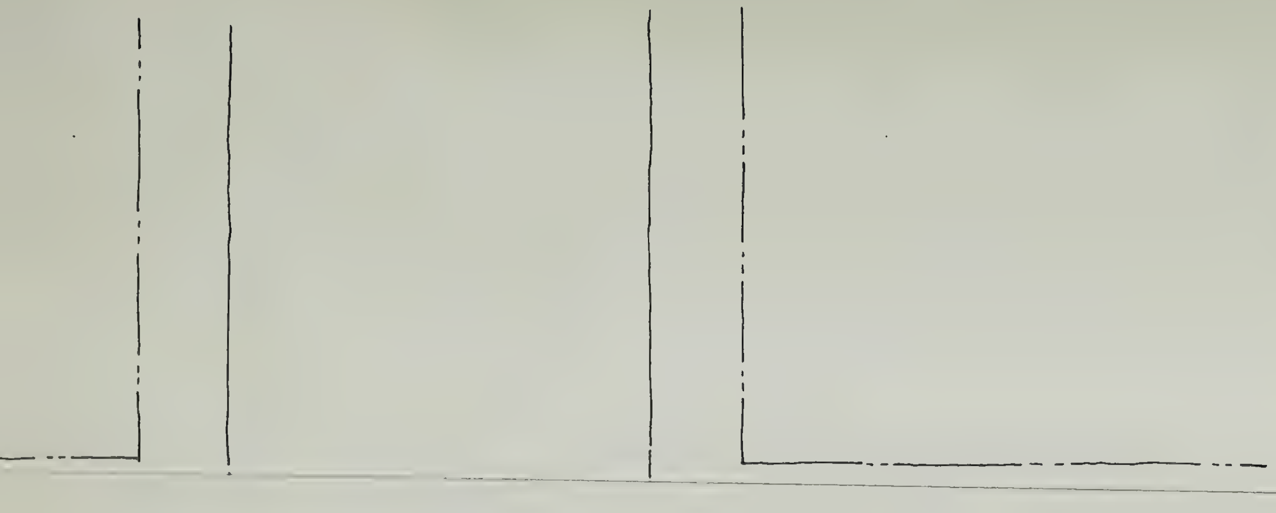


BUILDING REHABILITATION STUDY
GREATER SAN FRANCISCO CHAMBER OF COMMERCE

598 POTRERO AVENUE - FIRST FLOOR

PROPOSED FLOOR PLANS
5 0 5 10 20 30 40 50 scale in feet
WURSTER, BERNARDI & EMMONS, INC.
ARCHITECTS



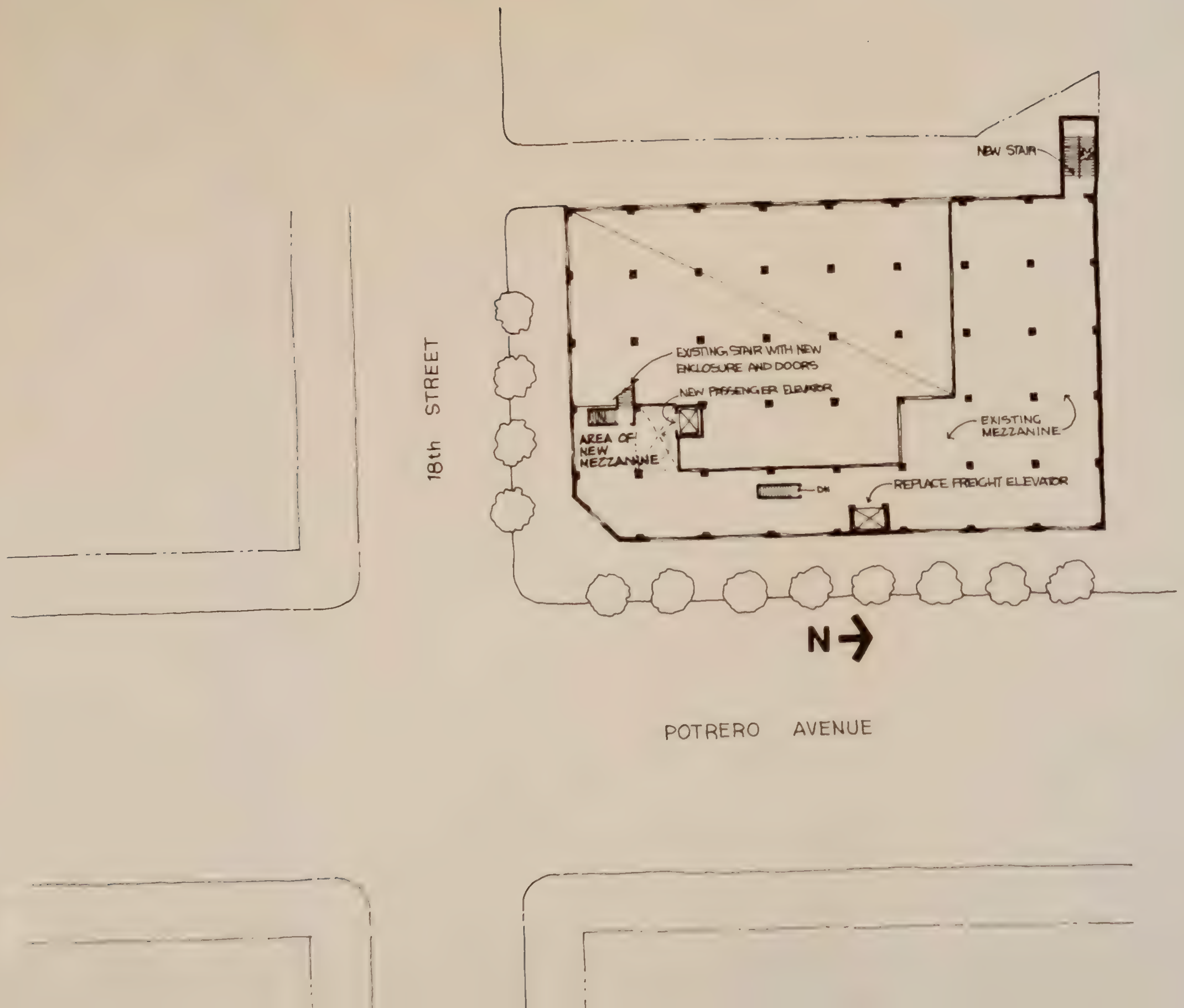
BUILDING REHABILITATION STUDY GREATER SAN FRANCISCO CHAMBER OF COMMERCE

598 POTRERO AVENUE - MEZZANINE

PROPOSED FLOOR PLANS

5 0 5 10 20 30 40 50 scale in feet

WURSTER, BERNARDI & EMMONS, INC.
ARCHITECTS



BUILDING REHABILITATION STUDY

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598 POTRERO AVENUE - MEZZANINE

PROPOSED FLOOR PLANS

5 0 5 10 20 30 40 50 scale in feet

WURSTER, BERNARDI & EMMONS, INC.
ARCHITECTS

BUILDING REHABILITATION STUDY
GREATER SAN FRANCISCO
CHAMBER OF COMMERCE

598 POTRERO AVENUE-SECOND FLOOR

PROPOSED FLOOR PLANS
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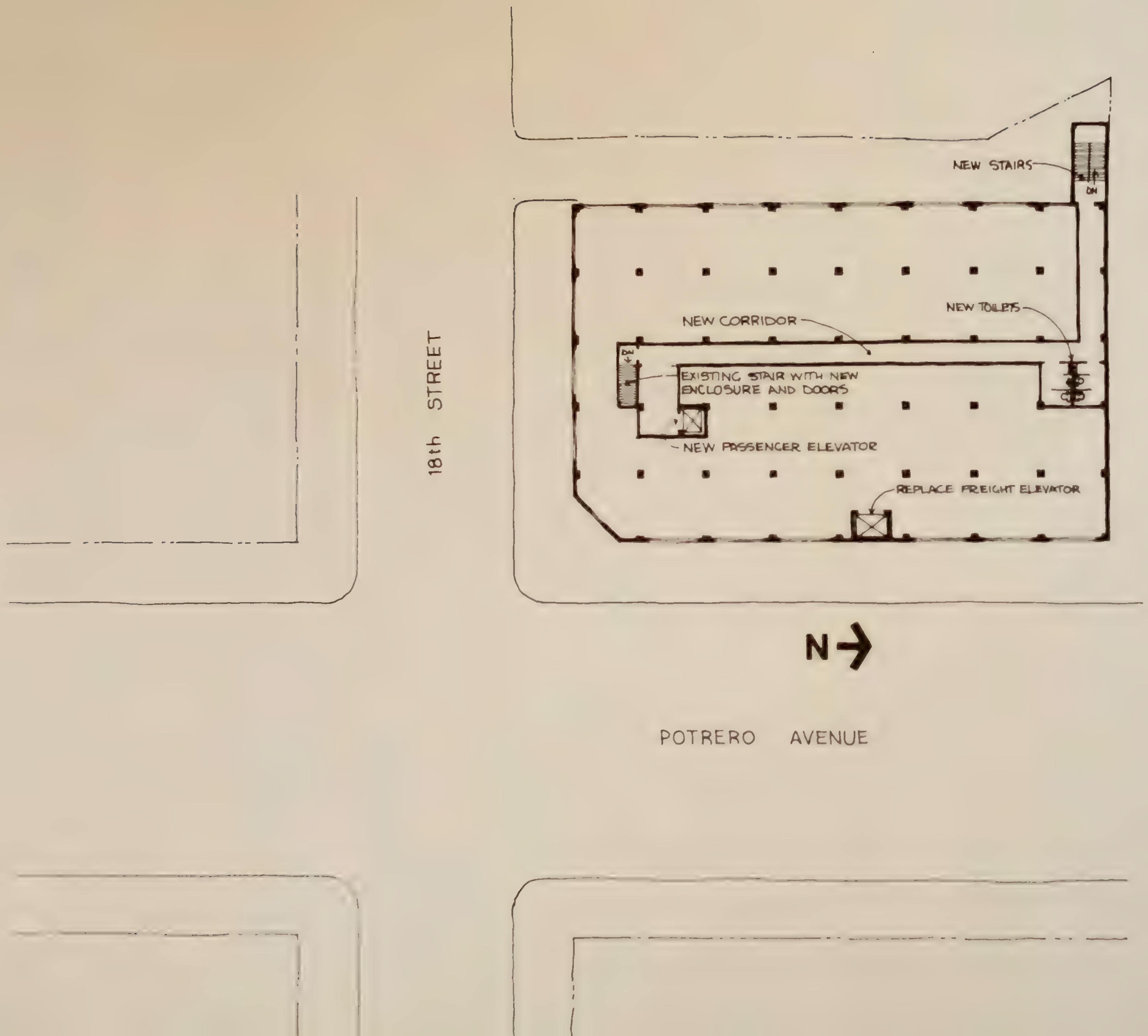

BUILDING REHABILITATION STUDY

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598 POTRERO AVENUE - SECOND FLOOR

PROPOSED FLOOR PLANS

5 0 5 10 20 30 40 50 scale in feet

WURSTER, BERNARDI & EMMONS, INC
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598 POTRERO AVENUE

OUTLINE SPECIFICATION

Purpose:

The purpose of this outline is to define in as much detail as possible, the scope of work and to establish standards where possible, for the work recommended within the body of this report.

I. SITE WORK

A. Pave new truck loading dock ramp.

B. Plant appropriate trees along sidewalk as shown on drawings.

II. BUILDING SHELL

A. Structure:

1. Enlarge corner entrance opening and construct new interior steps.

2. Fill in with concrete existing opening to sidewalk from freight elevator shaft.

3. Construct new concrete freight loading platform as shown on drawings.

4. Construct a reinforced concrete extension to the mezzanine for a passenger elevator landing as shown on the drawings.

B. Walls:

1. Circulation corridors, exit corridors, and vestibules for stairs and elevators as shown on drawings, to be metal studs with gypsum board each side (1-hour rated).

2. Two-hour enclosure walls at all levels for new and existing stairs and elevators as shown on drawings.

3. New toilet room partitions as shown on drawings.

III. MISCELLANEOUS

A. Doors and frames as required for new work.

B. Metal overhead door at new freight dock.

C. Non-absorbent wainscotting on walls at toilet rooms.

D. Hardware for new doors as required.

E. New vinyl flooring at elevator lobbies, corridors, and toilet rooms.

F. Painting:

1. Interior: New walls, doors, etc.; toilet rooms; all existing walls, ceilings and columns.

2. Exterior: All exterior walls.

3. New miscellaneous metals: railings, stairs, etc.

G. New stairs: Steel stringers and landing supports with pre-cast concrete treads and landings.

H. Anodized aluminum storefront windows and entrance doors at main entrance as shown on drawings.

I. Remove all wood and metal structure within the building.

J. Remove shed lean-to on west exterior of the building.

IV. VERTICAL TRANSPORTATION

A. New passenger elevator with 2500# capacity and 300 f.p.m. speed to service 3 floors plus basement.

B. Rehabilitate existing freight elevator.

V. PROPOSED MECHANICAL AND ELECTRICAL WORK

A. Heating:

Provide a new boiler plant located in basement at northwest corner with exterior flue and louvers to exterior. Install one 1600 MBH output boiler. The circulation system shall include a 160 GPM pump with a reverse return loop around the perimeter of the basement. From this loop four supply and return riser pairs will be taken off at each corner of the building and shall extend to the ceiling of the top floor with flow adjusters at base and valved outlets at each floor level. Maximum size of main loop shall be 4" diameter and base of risers shall be 2" diameter maximum. Terminal units and piping thereto shall be installed at the direction of, or by, the tenants to meet their individual requirements. The basic system is predicated on the use of propeller type unit heaters for heating and air circulation, in conjunction with operable windows and doors for natural ventilation. There is, however, an inherent flexibility of the system to provide for a variety of terminal units including radiation and fan coil heating and ventilation units as desired.

B. Plumbing:

Install new plumbing fixtures and copper water distribution system with soil and waste piping system connected to nearest existing building drain. Install new gas fired 50 gallon water heater in boiler room with recirculation system serving new toilet rooms.

C. Electrical:

Install a new underground electric service, 3-phase 480 volts, and provide a new floor mounted dead front cubicle type switchboard with 400 amp main breaker, metering and distribution center. Install feeders from main switchboard to 277/480 volt panelboards at each floor for lighting. Lighting panelboards shall be sized to serve a lighting system incorporating open type fluorescent fixture designed to provide 80 FC. Install a 37-1/2 KVA 480V-120/208V, 3-phase, 4 wire dry type transformer at each floor with panelboard for power.

Lighting fixtures and branch circuit wiring for lighting and power in exposed conduits shall be installed at the direction of, or by, the tenants to suit their individual requirements.

As this may be a multiple occupancy building with undetermined tenant areas, all utilities will be centrally metered with proportionate tenant assessments.

PERINI
Corporation
ONE MARITIME PLAZA
GOLDEN GATEWAY CENTER
SAN FRANCISCO, CALIFORNIA 94111
(415) 981-8880

598 POTRERO AVENUE

ESTIMATE OF CONSTRUCTION COST

Paving	$ 835.00
Tree Planting	1,200.00
Remodel Entry Vestibule	3,651.00
Close Opening at Freight Elevator	680.00
New Freight Platform	2,768.00
New Mezzanine Extension	1,042.00
New Int. Walls & Partitions & Wainscots	21,760.00
New Toilet Partitions	1,080.00
Doors, Frames, Hardware	3,322.00
Overhead Door	1,245.00
Vinyl Flooring & Rubber Base	2,820.00
Painting	16,350.00
New Stair Well, Stairs & Landings	14,424.00
Aluminum Storefront	1,352.00
Roofing & Sheet Metal	409.00
Passenger Elevator & Elevator Pit	24,510.00
Freight Elevator	17,000.00
Plumbing & Heating	22,000.00
Electrical	9,500.00
Repair Floors	16,450.00
Replace Broken Glass & Wash Windows	1,040.00
General Clean-Up	3,856.00
Demolition & Removals & Coring	6,000.00
	173,294.00
Overhead & Supervision	14,000.00
	187,294.00
Profit & Bond	12,706.00
Total Estimated Cost	$200,000.00

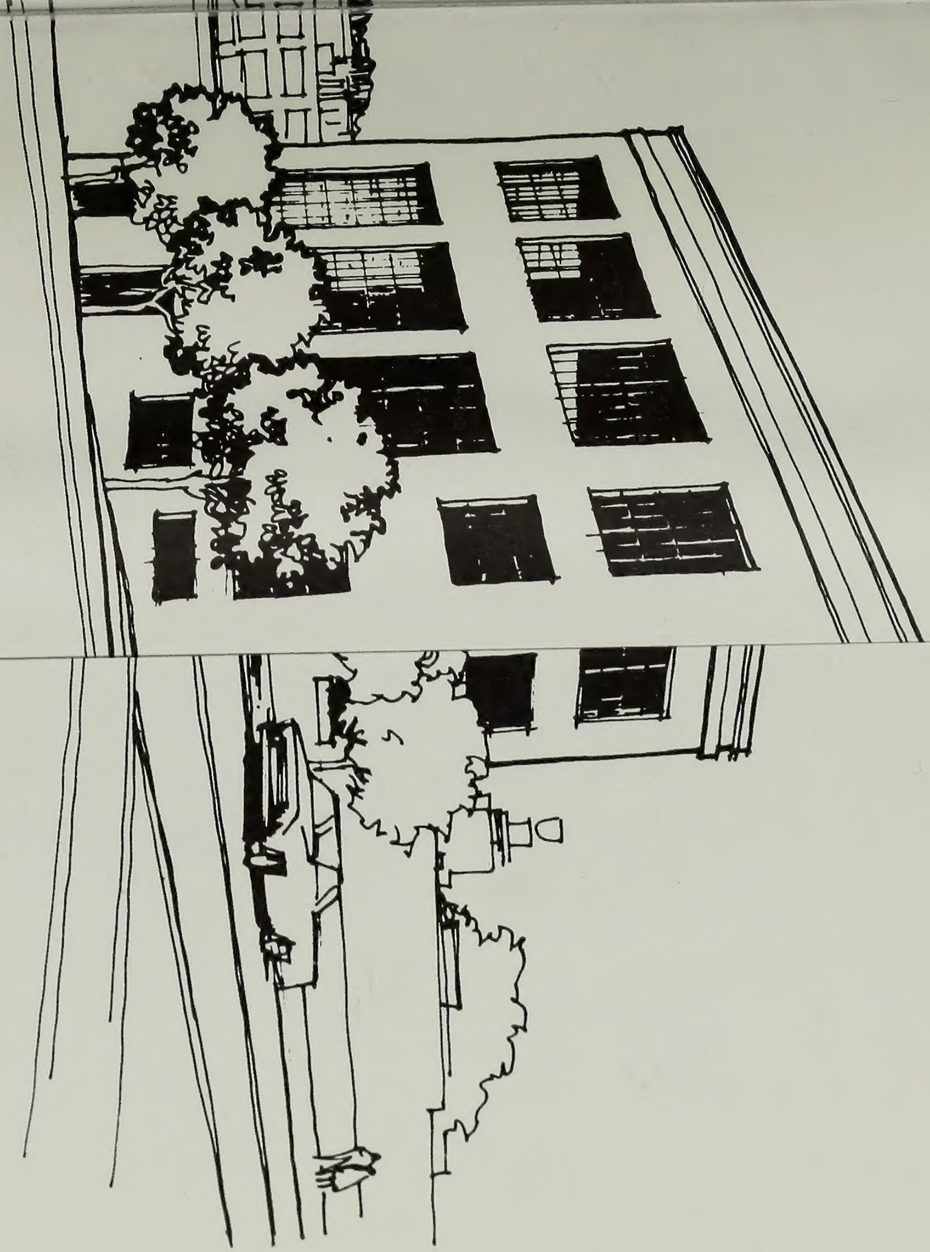
Note: Above does not include any allowance for fire sprinkler work.

598 POTRERO AVENUE

COST ANALYSIS

Existing Area to be Improved (3 Floors and Mezzanine) (Includes Fully-Leasable Basement)	41,123 Sq. Ft.
Estimated Cost of Improvements	$200,000.00
Estimated Cost Per Sq. Ft.	$4.85

Assessed Value of Building X 4 ($31,750 X 4)	$127,000.00
Total Value of Building after Improvements	$327,000.00
Total Value Per Sq. Ft.	$7.95



BUILDING
REHABILITATION
STUDY
GREATER SAN FRANCISCO
CHAMBER OF COMMERCE

598 POTRERO AVENUE

PERSPECTIVE SKETCH

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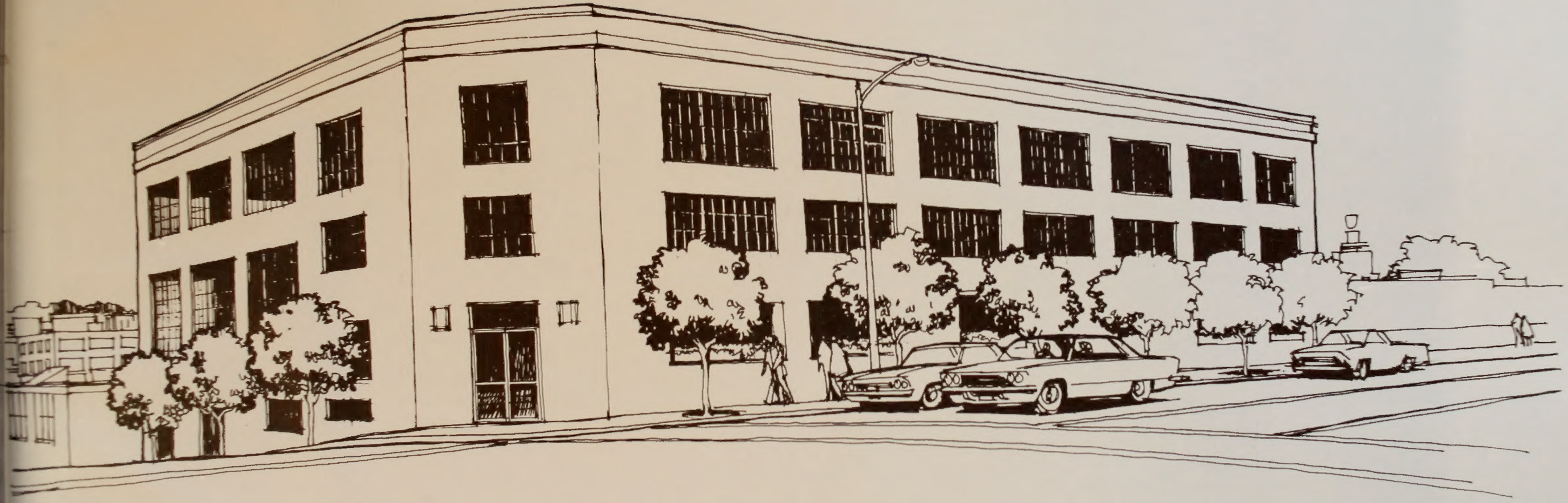

BUILDING REHABILITATION STUDY
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CHAMBER OF COMMERCE

598 POTRERO AVENUE

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